

The Brisbane Sporting Car Club MAGAZINE

CAMS AFFILIATED

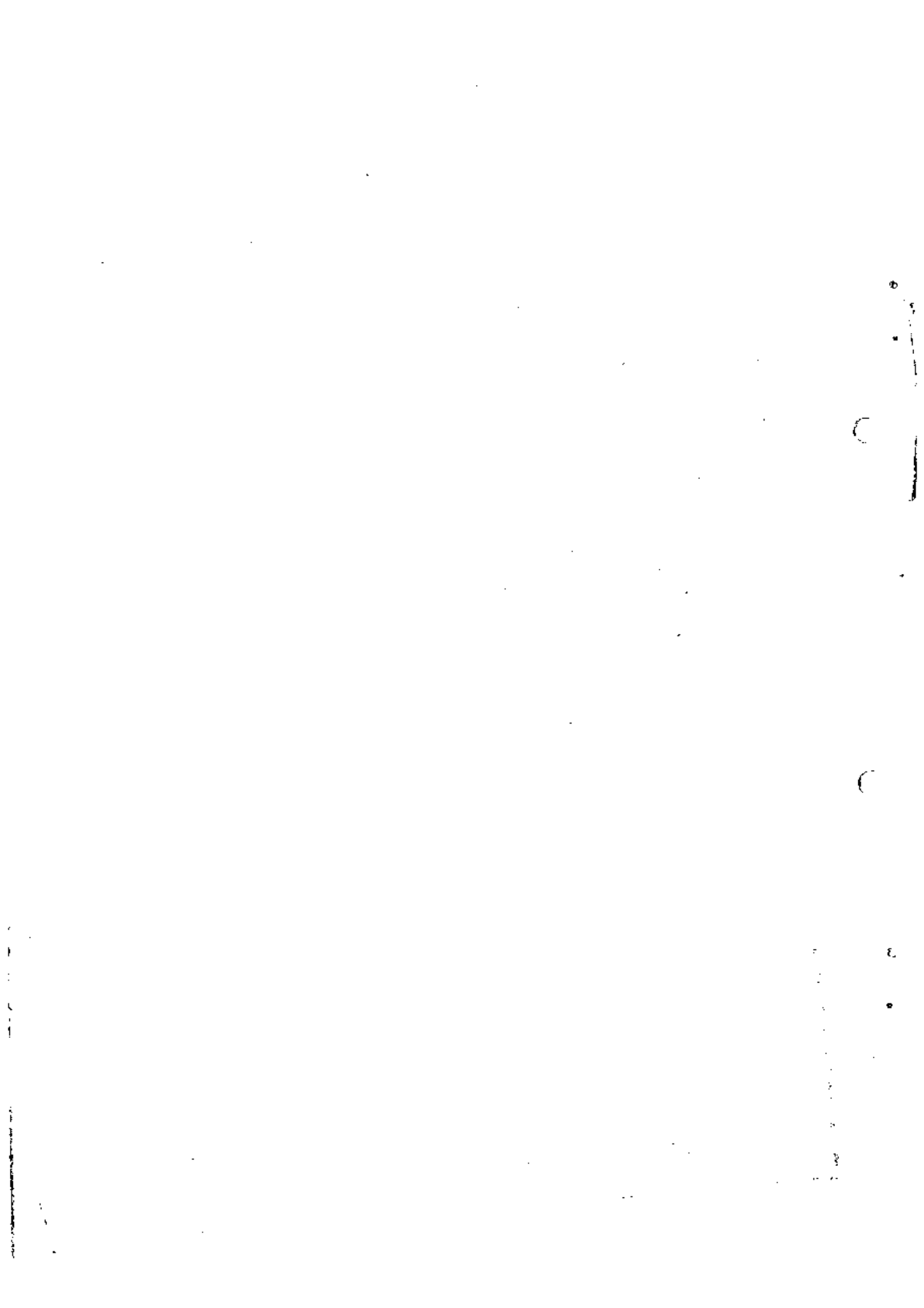
ONE OF THE MEN OF THE MOMENT

PRICE 20c



REGISTERED AT BRISBANE FOR POSTING AS A PERIODICAL - CATEGORY "B"

DECEMBER 1977



1977 OFFICE BEARERS

PATRON: HON D.J. KILLEN

		<u>PHONE NUMBER</u>	
		<u>HOME</u>	<u>WORK</u>
PRESIDENT	Allan Lawson	57 3261	
VICE PRESIDENT	Garry Connelly		221 6899
IMMEDIATE PAST PRESIDENT.			
HON. SECRETARY	Jeff Tremain	38 4858	221 6899
ASSISTANT SECRETARY	Dennis Brown	208 3831	208 4587
HON. TREASURER	Charles Blake	38 2693	
CLUB CAPTAIN	Ivan Holmes	399 3329	
COMMITTEE	Lee Drummond	Murray Cox	
	Larry Stinson	David Morris	
	Greg Weale	Peter Hines	
	Colin Young	Laurie Tindal	
	Tony Hazeldine		
CAMS DELEGATE	Garry Connelly		221 6899
ALTERNATE CAMS DELEGATE .	Hank Kabel	30 2617	343 4344
HON. AUDITOR	Nev Johnston		
PROMOTIONS OFFICER	Fred Thompson	285 2007	371 4977
PROPERTY OFFICER	Tony Hazeldine	269 6337	
REGISTRAR	Dennis Brown	208 3831	208 4587
BUILDING SUB-COMMITTEE CHAIRMAN .	Ivan Holmes	399 3329	
FINANCE SUB -COMMITTEE CHAIRMAN .	Charles Blake	38 2693	
MAGAZINE EDITOR	Peter Smith	208 1721	275 2255
MOTORHANA AND SPEED EVENTS			
SUB-COMMITTEE CHAIRMAN ..	Larry Stinson		378 1274
OFF ROAD SUB-COMMITTEE			
CHAIRMAN	Ian Bond	277 3768	
RALLY SUB-COMMITTEE CHAIRMAN .	Dennis Brown	208 3831	208 4587
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
P.O. Box 314
WEST END Q. 4101

CLUBROOMS

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

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription is \$20 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

As Queensland passes the happy season and enters the Vale of January the Editor gets a month off, so the next magazine will be available for mopping up babys sickle on February 21st.

Owing to the shatteringly low I.Q. of the club members this load of old twaddle is surprisingly popular, so I'll continue to produce the rag next year. Normally the foolish scribe now strikes a noble pose and declares that the forthcoming editions will be bigger and better than ever, but my personal interest limit is 24 stencils and as to the contents I suppose it'll be the usual mixture of facts and fantasy.

Let us have a good hand for the Incredible Mrs Smith who really is a power of assistance and patience, and Glen Somerville, who with his NON-CLUBMEMBER brother is the only person to turn up on a regular basis to give us a hand with the job of putting the thing together. It takes 10 hours to do the job and the assistance we received was a life saver on occasion.

Thank you for the unsolicited testimonials and the general favour the rags received, have the best of Christmases and a happy thing and I'll be with you again when the tempo picks up in 1978.

Big Ed

Major Forthcoming Event

1977th Christmas - December 25th

This annual event which is organised by the worlds Christian Communities is being held once again on December 25th.

This is the only event on the sporting calendar during which alcohol may be consumed, although the organisers do ask for a little restraint.

Anybody can enter into the spirit of the thing, it is free and no competition licence is required. The event starts at midnight on the 24th and continues for 24 hours.

The major sections are as follows: 6am - Junior Competitors wake up with shouts of "Woweee", "Cor" and "JeezlookatwotIvegot". 8.30 am - Large Breakfast, 11 am - Sherry with the neighbours, 1.30pm Large Dinner, 3 pm - sleep, 6.30 pm - Large Tea, 8 pm - Game of Monopoly or Scrabble. Also during the course of the day several boxes of choocs, chips and a mountain of nuts will disappear and the consumption of liquids will be enormous.

The best thing about Christmas is that everybody wins which makes the event a must to enter.

This Months Cover

At last I've obtained some colour A4 paper, and what a gloriously shocking colour too.

Just to prove what an ordinary bunch of blokes we are, I took this snap of Boyd Drummond crossing the street to the Clubrooms prior to the Annual General Meeting - there we are he looks like me, and he looks like Marianne Fahey.

Special Christmas Road Test

An Evening with O02 NAA

Or: One of life's big treats (Apart from Mrs Smith that is)

by Big Ed and Henry Ryman

Normally when you read a test of a well known rally car in a magazine, the test is of short duration with the cars owner sitting on the edge of the navigators seat making cash register noises everytime a corner comes up - hardly an atmosphere conducive to an intelligent assesment of a rally cars atmosphere and potential. Thanks to the boundless generosity of Jim Reudix, the B.S.C.C. magazine is proud to present the first full scale test of a London - Sydney Rally Citroen CX2200 in its natural habitat, a 660 kilometre 'section' from Brisbane - Beaudesert - Woodenborg - Tenterfield - Casino - Kyogle - Murwillumbah and back to Brisbane. 660 kms which had just the sort of roads one might expect to find on an International Marathon, good and bad bitumen, and good, bad and shattering dirt, 660 kms in 7½ hours of which 1½ hours was spent getting in and out of Brisbane.

This trip had a strange sort of beginning. The last thing I am short of is optimism and cheek, but not even I had had the audacity to think of phoning Jim with the request to borrow his famous car. But a bloke Tricia works with had seen the car on display and had suggested to her that I did a test on it. Over dinner she mentioned the idea to me and fortified by a pre-dinner glass of McWilliams 'Royal Reserve' sherry, I gave Jim a ring and far from falling down laughing he said "When would you like it?" - collapse of stout Big Ed.

I arrived at Maxim Motors to collect the car at 3.30pm on a hot Wednesday afternoon, Maxims yard is literally wall to wall Citroens of assorted types, but up at the front the rally car was easily visible in decal be-decked bodywork, matt black bonnet and Rhino bars. From the rear the car looks quite small because theres almost no bodywork past the rear wheels but from the front the vlew is dominated by the scaffolding on the front which projects far enough forward to protect the 2 Oscars and Super Oscars.

The CX's family line stretches back to the DS19 which set new standards for automotive design in 1955, and to a large extent the world is still trying to catch up. The car has hydropneumatic suspension and steering, and the hydraulics work at no less than 2500 lbs Sq In. On one occasion I rolled backwards in the car without the engine running and the steering was as heavy as lead. The suspension is pure magic, when at rest bouncing on the roo bar moves the car about ½ inch, its that solid, but on the move bumps just disappear, we shall enlarge upon this later. The suspension of course is also adjustable for height, like an idiot I forgot to measure the difference but it does go from bum scraping to tippi-toes in about 10 seconds and its one of the cars favourite party tricks. Under the bonnet lies the 2.2 litre 4 cylinder all alloy engine, which looks and is purported to be quite standard apart from 8 pounds coming off of the flywheel. However the Editor must mention that on tickover when the engine should be going "Mmmmm" it goes "Brrrp, pop, pop, Brrrp" - not normally a Citroen habit.

The cars interior is laid out for 30 days high speed travel without going loony. The seats are Group 1 buckets, the normal Citroen seat with a heavily padded cover which provides additional side-ways support. Settling into the seat I gave my bum a good rub on the surface in the hope that some of the skill of Doug Stewart, Barry Ferguson or Jim Reddix would rub off. The Citroens instruments were, shall we say, individualistic. Facing you was a semi-circular display with 2 horns projecting towards the steering wheel, these horns brought within the finger tip reach the normal confusion of Indicators, Wiper/Washers, horn(s), light selector, dipper and flasher - a unique and sound solution to an old problem. Between the horns lie the 'television' speedo and tacho. The figures on these dials rotate from right to left. The Tacho is just a little slow to catch up with whats happening after a gear change. During the day both instruments reflect far too much light, and I found the Tacho to be virtually useless until the sun disappeared. Also before the driver are the normal temperature gauges and (inoperative) fuel gauge. Jims car has a few further items that dont normally figure on Citroens option list, alongside the drivers seat lie 4 armoured plastic pipes that bring fuel from the 2 big tanks that fill the boot to the engine. By the drivers right knee, and just before the forward leg of the substantial roll cage, lies the tank selector arm, and thanks to the retention of the inertia reel seat belts this can be operated on the move. Facing the driver on the navigators side lie the two fuel gauge, tank indicator lights and low fuel warning lights. This just about completes the drivers play things apart from the steering wheels which is the usual Citroen one spoke device bound in leatherette. So having acclimatised myself with the controls it was time to swallow my nervousness and depart. Finding reverse at first try (The front of the car was almost leaning on Maxim's plate glass window, and the penalty for getting a forward gear instead didnt bear thinking about) and threading my way by the grace of St. Christopher through the assembled throng of CX's and GS's to the road.

At this point I would like to ask my readers a question. Both of the Citroens ignition keys were hinged, the key bit would move through 180° without the head moving, and what I want to know is why? Someone at Citroen has gone out of his way to make it possible but the reason eludes me.

Maxim Motors allowed me to fill the tanks before driving off, and we put 115 litres of the best stuff in them. Apart from the costs thats about an extra 1½ cwt (Say 82kgs) of added weight, and what with the undertray and all the extras I dont think you'd get the car running 3 up at much less than 2 tonnes, so lightning acceleration wasnt one of the things I expected.

Driving the car effects you in two ways. Dynamically it is pure splendour. The steering is light, razor sharp and quick enough to make every other middle to big car look like the uninspired load of rubbish it is. The gearbox and I never really struck a friendship up, its the 5 speed which is fitted to the fuel injected models not available outside of Europe. The trouble with it is that its spongy, and several times during the run the bod in the navigators seat cowered as the driver entered a corner at high speed waggling the stick and getting nothing. I tried a normal CX in Maxims yard and that was far better, so I think that 30 days of energetic movement might have put the selector forks out of tune. All things considered, once the second carburettor choke was open the big feller fairly hummed along through the first four gears, but fifth was a definite downhill gear as the smallest of inclines could cause a lessening of speed.

The other value in driving the car was making Big Ed a literal fact. To the uninitiated the car is pure racer, and by association the demon driver at the wheel is too. So being very careful to keep to the speed limits, I stared gimlet eyed across the Nullabor as I crossed the Storey Bridge. During the two days I had the car I received all sorts of comments, such as "Your 6 weeks too late mate", "Are you driving back to London?", and "You lucky etc, etc". Parking the car in the front drive caused a minor sensation in Woodridge, and an almost record number of shunts as drivers passed by with their heads screwed round to the right.

I reached Henry's place at Hawthorn a little after 4.00pm and I'll let him have a word now.....

It all started when "Big Ed" rang me on Monday to ask if I was interested in going for a test drive in Jim Reddiexs London - Sydney Rally Citroen. Nat-Rally I said No so at 4.30pm Wednesday afternoon up fronts Pete in what must be the biggest rallycar in the world. With the big roo bar and lights on the front it looks magnormus. My first comment to Pete was "Whats with all the noise?" and evidently they'd fixed 3 thumping big fans for engine cooling, a tremendous idea whilst crossing the desert but a bit disturbing when they come on at night whilst on high beam. Pete apologized for being late but he had been held up by the failure of "La Marseillaise" air horns. Most annoying when you cant blow your horn at every person who happens to look twice at the car.

I was at this stage told that we were going for a trip down to Tenterfield via Beaudesert and the Mt Lindsay (Highway?) across to Casino and back home in 5 - 6 hours! Unfortunately with the late start we found ourselves snarled up in the peak hour traffic. At 5 o'clock Pete asked "Howfar have we gone?" and I replied "27 kms" he said "Oh we should have been 150 kms down the road by now" and down went his right foot. Moving through the heavy traffic the Citroen is a large car but once out on the highway the car feels a lot smaller and responds beautifully to every bend and bump.

Pete had the drive to Tenterfield - heaps of winding dirt road and he went very well. It was quite remarkable how the bumps and yumps just disappeared under the Citroens suspension - it must be THE car to do a long distance car and driver destroying rally. I'll now hand you back to B.E.

After that sycophantic exercise lets see what I made of the same section but first we'll have a quick look to see what Henry had to play with en route to Tenterfield, and I do mean play with, because like all rally drivers Henry fidgets and chatters like a monkey. Before him he has the Halda, plus the Speedpilot which computes the cars average speed. The Avanti map light is attached to the rollcage, and the switches for an assortment of lights both interior and exterior march across the dash in serried ranks assembled. He has a switch for the air horns and at the bottom of the dash was a button that made the air horns play the opening bars of "La Marseillaise", to Jims consternation this had become inoperative but I thank the Council of Angels that such had been the case, otherwise I'd have had Henry giving it the air on every occasion.

We set out at 1630 to fight our way out of Brisbane for the start of the section. One of the first discoveries was that the huge Yokohamas fitted held on well but were very vocal whilst doing so, even cornering sedately in town produced an oriental howl and this would have added 20 mph to any witnesses story had one been called for. On the flanks of the car a notice said "Yokokama Tires" but I

found that they kept me wide awake.

We shook ourselves free of the suburbs at a little after 1715 and we pointed the big bonnet to the South and raced on. The view from the driving seat is underlined by the top of the Roo bar, and accentuated by the erotic wobbling of the two big 'bosoms' over the shock absorber extensions. The last of the home going crowd was disposed of and the Citroen shook itself free and began pouring the road beneath it. Handling on good bitumen was faultless, the car having huge reserves of road holding that I got nowhere near exceeding. Unlike some cars I've driven, the same could be said for the bad bitumen that began a little outside of Beaudesert. Bumps, potholes, running off the road to accommodate other road users, changes of surface halfway through 80+ corners, the Citroen didnt waggle its rear or break the front away, it just absorbed the punishment leaving the driver unaffected. Quite honestly I wouldnt have believed that such compliance to the road surface would be available without the car being hopeless on corners. Naturally tight corners do lead to a long conflict between Yokohama and bitumen, but the power steering makes it all very easy and despite the howls of protest from the tyres, theres no drama inside, its just a case of waiting for the big beastie to get round. One particular right-left-right-left sequence had four corners of increasing severity without any chance to brake in a straight line between them. Once again I was amazed at the way the car would change direction without any drama, and how quite fierce braking could be indulged in whilst turning sharply into the corner.

I've yet to find a rally car that didnt smell of petrol and whilst one or both tanks were full this one was a right ponger. Most decidedly not a 30 day drive asset. I even had to park it with the windows open or suffer an attack of nausea shortly after driving off.

My performance on the dirt had best be glossed over. In a \$1000 car I'm like lightning but in a car worth twenty times that, I'm twenty times slower, and twenty times more likely to have an accident. So we'll let Henry tell you what he thought of the big feller when he took over at Tenterfield.....

G'day. At Tenterfield I took over the driving and Pete navigated us via winding dirt roads across to Casino then up to Murwillumbah. From the start I was warned not to bend said car. Consequently I took it nice and easy for the first few bends, by which time I had Pete reminding me how much it would cost to replace one Rally Citroen. Being a typical front wheel drive car I started using the left foot method of braking as I feel one has far greater control over the vehicle whilst on the dirt.

The ride and comfort throughout the trip was quite unbelievable and had both of us wrapped in the way we just glided over the rough stuff.

The power steering I found very good once one gets used to it. Giving plenty of feel while on the dirt and also very responsive. Get up and go from the comparitely small motor was better than I expected considering the size and weight of the car. I used 3rd gear most of the while on the dirt and found that it responded very well only needing to use 2nd gear on a couple of tight hair-pins.

My impression of the car was that it felt small and easy to handle when you get used to it and anytime Jim needs a Co-Driver I'd be

there with bells on.....

Its Big Ed again - Henry Ryman with bells on, do Barnum and Bailey know about this ?.

The excitement of watching someone who can drive at work, really mustnt be underestimated. Sweeping through the very fast bends on the Casino Road, with the occasional gasp of horror from me as I had visions of Jim bursting into my hospital room and strangling me with my pyjama cord, and swinging this big car from lock to lock on the dirt. Henry practised his left foot braking on the tortuous drive from Kyogle to Murwillumbah, the Citroen making light of the odd rough stretch marked with "Reduce Speed" and "Caution" signs. A splendid run once I'd convinced myself that Henry wasnt out to murder me.

I took over again at Murwillumbah and as time was pressing we abandoned the inland route and instead we indulged in a high speed run up the Highway, I only wish our return from Aunt Bessies was always as speedy.

So we arrived back at the Ryman's a mere 1 $\frac{3}{4}$ hrs late, to a pair of warmly welcoming wives (limp, limp). Over the next few days I used the car to go to work in and it caused a minor sensation. I even heard the Managing Director say "Smith, Smith who ?".

I returned the car as late as possible on Friday, collecting the Civic at the same time. The little feller certainly felt peculiar with its sit up and beg driving position and notchy gearchange. I was to have another run in the Citroen and I hope that the story of an outlandish Christmas delivrey is also included in this magazine.

Ipswich and West Moreton Economy Run - November 20th

This patience trying event saw an excellent class win for Barry Torrens and Lee Drummond in the big Mazda. The number of times I was having to drive the Civic when the Mazda ghosted past me with everything off just wasnt funny. The lovely Noelle Heales and Mrs Torrens caused some discord on the Cunningham Gap Road when they insisted on coasting along at -5mph before a line of big trucks, and herein lies the events basic fault - it was too slow. I think that 70 kmph is the slowest safe speed on roads like the main Brisbane - Toowoomba highway, but competitors were seen dawdling along at pathetic speeds making a complete nuisance of themselves, next year it'll have to be quicker if they expect my custom (Mrs Smith thought it was the most boring thing since The Great Gatsby). I averaged 60.5 mpg in the Civic, but the event was won by another Civic which did the incredible (and I mean that word in the strict dictionary sense) feat of 102mpg.

Tindals Fondle - 23.11.77

What a strange name for a nightrun. Lets see what Ruth has to say about it....Nine cars started out for an interesting run to Wynnum and Lota. Many crews lost count of roads in the Manly area and became extremely lost. From there they proceeded to a control at Tindals in Wynnum and back to the clubrooms. Many crews had trouble in counting at the playground but all in all they seemed happy to be back at the finish. EQUAL 1st, Chas Blake/Noelle, Peter Snell/Les Barron, J & M

Read.

Special Christmas, Club Personality

Miss Tootsy Wootsy of Hampton Park

The sun was setting in a golden haze as my Goggomobil turned slowly into the drive of "Bed a Wee", the official residence of this well known club member.

The estate on which she lives (Inglenookhavenriseheightspark) isnt a quiet one, in the neighbours house I could see a party of Jocks strapping, and from the adjacent R.S.L. Hall came the dulcet tune of Lilli Marlene, as the local chapter celebrated the 40th anniversary of the Herrmann Goering Deaths Head Brigade.

Tootsys eyes narrowed as she saw me through the Snug-O-Nite insect screen (Snug-O-Nite is a trademark of the Lesley P. Fish Corp of Harboursville, Wisconsin), she was dressed as Humphrey B. Bear, in that outfit she could get rolled at night (and I dont mean on a crap table). I stepped over a pile of discarded leather wear and entered this grave of red blooded men. Her voice was husky as she said "Woof, Woof", then she did an impersonation of a Kookaburra being chased and eaten by a sheep - it wasnt pretty so I turned away. "Why dont you slip into something more comfortable?" my pulse raced as I put on my jarme-warmes, brushed my toothy pegs and I would have gone to sleepy bo-bo's but suddenly her hands were on me. "Cool it babe" I snapped, "I'm strictly an L. man. Liquor, Love and Laughs", her eyes went hard and sardonic as she said "I'm ahead of you B.E.", I studied the swell of her enormous boobs and said "Baby your so far ahead its beautiful". We settled on the sofa, her long legs stretched into the distance as she slowly played the mandolin.

Suddenly the time for fooling was over, I got her in a vice like grip (or was it a lice like prig?) and began questioning her. "Why did you join the B.S.C.C.?", her eyes went dull as if from old pain, "Abortion". Suddenly it all became clear to me, why did Dave Morris keep scrubbing the bar down?, why was Lee Drummond so good with a knife?, why does every committee meeting start with champagne and oysters? "Abortion" I croaked, she nodded grimly, "Yeh, the Associated Brisbane Organisation Raising Terror In Old Nymphs, the B.S.C.C. was the only chance to get the mob off my back." An icy tingle went down my spine, normally I pack a rod but in pyjamas I carry only scars from the Mekong Delta. She laughed, it made a sound like cowbells in the distance, "I can trust the guys at the B.S.C.C. Pretty Boy Boyd, Legs Blake, Ma Fahey, 'James' Bond, Machine Gun Tremain, Big Dutch Kabel, I could go on for hours" and some nights I bet you do I thought to myself.

The evening turned into night (thereby losing his no claims bonus) and as we talked I sensed the warm, vibrant personality of this popular member. "What sort of competitive record have you?" I asked. A warm smile floated across those classical features, "It all started on the Ice and Snow Rally which was to have been held in Weipa in February 1973. We waited 4 months for the appropriate weather but it never happened. I didnt come away empty handed though, talk about drillers!" She took a sip of her long drink "My first success was on the "Rudolf Hess Memorial Rally" on which I won a Gungi brand "Leg-O-Lamb" Corn Popper." This was a surprise to me, I remembered the Rudolf Hess well, Daryll Kelly had won after out driving Reidel, Vandersee, Brown, Tindal and all the other aces. (It was only later that it was discovered that the VW Golf was really a

re-bodied Lockheed Starfighter bought secondhand from a grateful Luftwaffe) and I couldn't recall seeing Tootsy's name on the results. When I mentioned this to her she coloured slightly and turned her head to the window, "No I wasn't in the rally, I received the award for spending the night of the event with the Course Director", I gasped, "Gasp!", "Not Peter Whall--" her delicate hand flew to my mouth. "Don't say it, I only remember it as A Night to Remember". "Like the Titanic disaster" I interjected, she nodded "Similar, but 90% of what caused my plunge wasn't hidden".

The time to depart had arrived, my wife was expected back from her classes of Bonigami (The Japanese art of folding miniature trees) and I had to rush home, Tootsy brought my hat (for \$5) and as I turned to go she said "You think of everything", I slowly shook my head, "No. Sometimes I forget Aardvark", "Aaah" she said, "But Aardvark never killed anybody".

In the street a punk stopped me "Have you got a light mac?", "No" I said "But I've got a dark brown overcoat".

ANNUAL REPORT 1977

It is most unusual for the Vice-President of any Organisation to present an Annual Report, however due to the unexpected resignation of the President in the weeks prior to the Annual General Meeting, it now rests upon me to present to you this 24th Annual Report of the Brisbane Sporting Car Club.

The Club has had a remarkable year, particularly in the areas of membership, organisation of events and the personal achievements of our Club members in competition. Despite a great number of expenses, and the continual repayment of our debt for the Clubrooms, we have maintained our solvency through the support of members on Club nights and through profits made on a number of our Sporting events.

It is disappointing to the Committee and I'm sure to the members, to find that our Social Functions were not as well patronised in 1977 as they have been in the past. A great deal of time and effort was put into the organisation of these events and activities, and your Committee must now look closely at the reasons why support was so low.

On the statistical side, our membership reached an all time record of 315 and the Club organised 7 open events, 8 closed events plus 22 night runs, 2 day runs, numerous social functions and received invitations to a further 11 events.

That's not bad value for \$15.00 a year membership!

The Committee

During the year the Committee worked extremely well, and for the first time in many years a "team spirit" was starting to emerge towards the end of its term of office. I don't think many members appreciate the enormous amount of time and effort that these people put into your Club.

It is a great disappointment that our President has resigned so near the end of his term of office, however it is hoped that the Annual General Meeting will produce a new President who will undertake the responsibility of his position with as much enthusiasm as Chris Goodreid approached his office this time last year.

ANNUAL REPORT 1977 contd

The Club is extremely fortunate in having, on its Executive, two of the most honest and diligent people that one could possibly hope to work with. I refer, of course, to our Secretary, Jeff Tremain, and our Treasurer, Charlie Blake. Both of them set a great example to the Club as a whole, and the Committee in particular, and I hope that the Club can continue to receive the benefit of their support.

The Magazine

Despite the fact that we are still having problems in arranging for the printing of our Magazine, we must all agree that 1977 has been an unqualified success as far as the Magazine is concerned. The Editorship of Peter Smith can only be described as "brilliant"! Peter will, hopefully, continue as the Editor of the Magazine under the new Committee, but he will need a great deal of help from the membership of this Club, and therefore I earnestly request those of you who feel you would like to contribute something to the Club, to offer your assistance to Peter as soon as possible.

Rallies

Once again 1977 proved that the Brisbane Sporting Car Club is the State's premier Rally Club, both in competition and in organisation. Our major event, the Lutwyche Shopping Village Rally attracted record entries from around Australia, and was in my opinion an unqualified success. May I, through the medium of this report, express thanks to the many BSCC members and members of other Car Clubs, who helped make the event so enjoyable and rewarding.

Although the Club was granted two rounds of the Queensland Rally Championship, only one has been held as yet, and that was the Yokohama Warana Rally, creditably organised by Ian Genn. The event was a huge success, and extremely popular with competitors. The other Championship event, the Stones Corner Motors Rally, is yet to be conducted, however I am sure that Tony Best and his team of helpers will once again turn on an event worthy of its sponsor, and its inclusion in the series.

Charlie Blake's "Mountains and Lakes Rally" provided an excellent opportunity for novice rally enthusiasts to test their skills (or lack of them) in competition, and the event turned out to be a typical Charlie Blake success.

Motorhomas

As usual, these were well organised and, in general, well attended. Our State Championship proved to be one of the better rounds, and I am sure that the Motorhomas and Speed Event Sub-Committee will look forward to newer members participating in the organisation of events next year.

Night Runs

At times, support for these events appeared to be low, however towards the end of the year some events were attracting more starters. It seems a great shame that the Organisers of a Night Run spend so much time and energy in setting the course, only to find 10 or 15 people willing to compete. Night Runs are perhaps the easiest way to break into Motor Sport, and are certainly a great way of spending a Wednesday evening.

Off-Road Events

The BSCC is extremely fortunate in having amongst its members, a large band of Off-Road enthusiasts. After having ventured into several smaller Off-Road promotions at Camira, BSCC finally took the "giant step forward" and organised the 1977 "EP Off Road 400". The event attracted over 70 entries from throughout the Eastern States of Australia, and judging by the comments made at the presentation in Goondiwindi, there will be no lack of starters next year. The Club also made quite a respectable profit on the event, which will help us to ensure that we do not have to increase membership fees greatly in the future.

Social Events

If one area of Club activities could be criticised, it must be the members lack of participation in the excellent programme of social functions. There must be a reason for it, and hopefully your new Committee can find this reason, from your comment at the Annual General Meeting.

CAMS

Our position at State Council is still that of a strong and respected Club, and indeed a number of suggestions for changes in procedures and regulations put forward by our Club have been adopted by the Confederation.

CAMS is doing its best to restrain costs and hopefully a larger membership in Queensland, will go a long way to achieving this goal.

The thanks of the Club must go to the State Secretary, Bernie Moy, his assistant Mrs. Murphy, our new State Chairman Peter Aldridge, and our Queensland Delegate to the National Council, John Horn, for their assistance and guidance through the year.

The Sub-Committees

The Club has six Sub-Committees and the Committee depends heavily on the advice of these Sub-Committees in determining Club policy. If you feel that you have something to offer in a particular area of Club activities, then please let the Committee know of your interest.

The Future

With the guidance of a strong Committee and the help of experience from the past, the future of our Club looks promising. To ensure its success however, the Club needs more than just 315 members on its books. It needs 315 active, interested members who are prepared to express their opinions, give of their services whenever possible, and enthusiastically support the Club's activities.

Garry Connelly
Vice President 1977

Fri December 9th - BSCC Christmas Party

It wasn't the event that so intrigued me as the aftermath. The scene was pleasant enough prior to the band starting up although why we had to hire a hall in the first place rather defeats me. But at least the Hall was full of those we know (and love ?) so a measure of intercourse and skylarking could be indulged in. However once 'Biggles' got into their stride having a chat was impossible and the noise level was positively painful. The younger club members all said that "Bands are always noisy" which reminded me of Mr E. L. Gumby who used to hit himself on the head with a hammer because it was so nice when he stopped. What would have made the whole outing worthwhile was the fine food prepared by Marlene Ryman and Joyce Lawson, but owing to the re-scheduling of the Stones Corner Motors Rally, I had to leave at 22.30 so I received all to eat. For me it was a waste of time and money, but for those lucky people physically or mentally under the age of 30, it was a most enjoyable outing.

GCTMSC Queensland Motorkhana Championship Round 7

The final round of the State championship was run on Nov. 27th. The faithfuls entered as always plus Mr S. Bynon who (judging from his times) started off at a low ebb but began to get into the swing of things by the close of the day. Best BSCC performance was by LINDSAY Sutherland (Sorry I've called you Laurie all year but if I had 10 cents for all the names I've spelt wrong I'd have no need to go out to work again), Alan McConnell wavers from being very quick to bringing up the rear - youthful impetuosity perhaps and one day Mrs Cappenter will beat her quick husband. Keith McConnell had it all together then made a hash of the final test handing the class to Mr Gramenz. Noelle Heales was entered again in HER Mazda and Tony Kabel entered in a Mazda (Surpiise, surprise). Mr Powell swept his class as always and the times of interest to BSCC members were as follows;

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

Test 1

1	2	3	4	5	6
L. Sutherland	Mack Special	E/14	37.7	1	1
G. Carpenter	Mini	F/14	39.4	8	5
L. Drummond	Mazda	C/2	39.9	14	1
L. Carpenter	Mini	F/14	42.6	23	11
C. Powell	Ford XW S/W	D/1	42.7	24	1
N. Heales	Mazda	C/2	44.9	30	2
T. Kabel	Mazda	B/12	45.4	31	10
S. Bynon	Escort	B/12	54.4	36	12
K. McConnell	Cooper S	A/10	54.0	35	8
A. McConnell	Mini	F/14	56.8	38	14

Test 2

1	2	3	4	5	6
M. Spiden	M.G. Midget	A/10	28.8	1	1
L. Sutherland	Mack Special	F/14	35.8	5	4
G. Carpenter	Mini	F/14	38.3	7	5
A. McConnell	Mini	F/14	38.5	8	6
K. McConnell	Cooper S	A/10	42.2	12	4
C. Powell	Ford XW S/W	D/1	48.8	29	1
L. Drummond	Mazda	C/2	48.8	29	1
T. Kabel	Mazda	B/12	51.7	31	8
N. Heales	Mazda	C/2	55.1	33	2
L. Carpenter	Mini	F/14	59.7	36	13
S. Bynon	Escort	B/12	61.8	39	12

Test 3

1	2	3	4	5	6
G. Wolski	Leyland Spl.	F/14	29.4	1	1
A. McConnell	Mini	F/14	30.9	4	4
L. Sutherland	Mack Spl.	F/14	31.2	7	6
K. McConnell	Cooper S	A/10	31.6	9	1
G. Carpenter	Mini	F/14	31.9	13	9
L. Drummond	Mazda	C/2	32.4	18	1
L. Carpenter	Mini	F/14	33.4	20	12
N. Heales	Mazda	C/2	36.6	34	2
C. Powell	Ford XW S/W	D/1	38.1	36	1
T. Kabel	Mazda	B/12	38.4	37	10
S. Bynon	Escort	B/12	38.8	38	11

Test 4

1	2	3	4	5	6
K. McCloy	Mini Spl.	F/14	32.0	11	1
K. McConnell	Cooper S	A/10	33.5	5	2
G. Carpenter	Mini	F/14	33.9	7	5
L. Sutherland	Mack Spl.	F/14	36.6	13	6
L. Drummond	Mazda	C/2	38.3	15	4
A. McConnell	Mini	F/14	39.7	20	10
C. Powell	Ford XW S/W	D/1	41.4	23	1
N. Heales	Mazda	C/2	42.3	27	2
T. Kabel	Mazda	B/12	43.6	30	9
S. Bynon	Escort	B/12	45.5	32	11
L. Carpenter	Mini	F/14	49.4	36	13

Test 6

1	2	3	4	5	6
B. Dunn	Manx Tow'd	F/14	21.0	1	1
G. Carpenter	Mini	F/14	22.6	5	5
K. McConnell	Cooper S	A/10	23.0	7	1
L. Sutherland	Mack Spl.	F/14	23.0	7	7
L. Drummond	Mazda	C/2	23.2	9	4
L. Carpenter	Mini	F/14	23.7	14	9
T. Kabel	Mazda	B/12	27.2	29	8
N. Heales	Mazda	C/2	27.5	30	2
C. Powell	Ford XW S/W	D/1	30.0	33	4
A. McConnell	Mini	F/14	37.7	35	14
S. Bynon	Escort	B/12	38.5	37	10

Test 5

1	2	3	4	5	6
B. Dunn	Manx Tow'd	F/14	23.4	4	1
L. Sutherland	Mack Spl.	F/14	24.6	4	4
G. Carpenter	Mini	F/14	24.8	6	6
K. McConnell	Cooper S	A/10	25.3	8	2
L. Drummond	Mazda	C/2	25.6	10	1
A. McConnell	Mini	F/14	27.3	18	9
L. Carpenter	Mini	F/14	29.7	30	14
N. Heales	Mazda	C/2	30.7	33	2
T. Kabel	Mazda	B/12	31.5	35	11
C. Powell	Ford XW S/W	D/1	31.7	36	1
S. Bynon	Escort	B/12	41.5	38	12

Test 7

1	2	3	4	5	6
G. Wolski	Leyland Spl.	F/14	23.6	1	1
L. Sutherland	Mack Spl.	F/14	25.3	7	6
K. McConnell	Cooper S	A/10	26.5	11	2
L. Drummond	Mazda	C/2	28.2	15	1
A. McConnell	Mini	F/14	28.2	15	10
G. Carpenter	Mini	F/14	34.0	30	13
N. Heales	Mazda	C/2	34.9	32	2
S. Bynon	Escort	B/12	36.0	34	9
T. Kabel	Mazda	B/12	36.2	35	10
C. Powell	Ford XW S/W	D/1	40.1	37	4
L. Carcenter	Mini	F/14	44.0	38	14

Test 8

1	2	3	4	5	6
L. Sutherland	Mack Spl.	F/14	27.8	1	1
A. McConnell	Mini	F/14	28.8	3	2
G. Carpenter	Mini	F/14	29.6	4	4
L. Drummond	Mazda	C/2	30.2	13	1
L. Carpenter	Mini	F/14	31.4	19	10
K. McConnell	Cooper S	A/10	31.8	22	8

Test 8 - cont

<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
C.Powell	Ford XW S/W	D/1	33.1	26	1
N.Heales	Mazda	C/2	33.4	27	2
T.Kabel	Mazda	B/12	33.4	27	6
S.Bynon	Escort	B/12	34.5	32	9

Overall

<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
G.Wolski	Leyland Spl.	F/14	234.7	1	1
L.Sutherland	Mack Spl.	F/14	241.0	3	3
K.McConnell	Cooper S	A/10	252.9	10	3
G.Carpenter	Mini	F/14	254.5	12	8
L.Drummond	Mazda	C/2	265.6	16	1
A.McConnell	Mini	F/14	283.9	22	12
N.Heales	Mazda	C/2	305.4	30	2
C.Powell	Ford XW S/W	D/1	305.9	31	1
T.Kabel	Mazda	B/12	307.4	32	8
L.Carpenter	Mini	F/14	308.9	33	13
S.Bynon	Escort	B/12	338.0	38	11

Class A - 10 starters

<u>1</u>	<u>2</u>	<u>4</u>	<u>6</u>
B.Gramenz	Civic	250.3	1
K.McConnell	Cooper S	252.9	2

Class B - 12 starters

M.Kennedy	Morris 1100	261.8	1
T.Kabel	Mazda	307.4	8
S.Bynon	Escort	338.0	11

Class C - 2 starters

L.Drummond	Mazda	265.6	1
N.Heales	Mazda	305.4	2

Class D - 1 starter

C.Powell	Ford XW S/W	305.9	1
----------	-------------	-------	---

Class E - 14 starters

G.Wolski	Leyland Spl	234.7	1
L.Sutherland	Mack Spl	241.0	3
G.Carpenter	Mini	254.5	8
A.McConnell	Mini	283.9	12
L.Carpenter	Mini	308.9	13

PS - Somebody had the cheek to ask me if I put these results in as a bit of padding - well I can assure you that compiling these and typing them out is a right grotty job, so if the Motorkhana men think I'm wasting my time I hope they'll let me know.

Big Ed's Eye View - Annual General Meeting

A.G.M.'s are usually as dull as dishwater but this was something else again - the scene at the end where Jack Read and Hank Kabel were telling everybody that they disagreed but respected each other, must of been the nearest I've ever come to bursting into tears at anywhere except the movies (Being a sentimental soul). Garry Connolly has considerable talents at making order out of chaos and they were exercised fully on occasion. I made a few pleas for items to improve the rag and next year Dennis Brown will be presenting a monthly round-up of the Club Championships.

13th Stones Corners Motors Rally - Dec 10/11th

This was my first serious attempt at navigating this year. My other run was when the Incredible Mrs Smith pedalled me round the route of the Kriticos last July, but that was to navigating as eating a steak is to bullfighting - the same animal its just the effort thats different.

Let me first of all dispel a widely held beleif. I was not sick once on this event, despite succumbing to a drink of Coke to chase away the dust on more than one occasion. Quite why Daryll Hellys Golf brings on such waves of nausea to his navigators I really cannot think, but I hope that I can finally loose this dreadful nickname of "Chuck Chunder" because it aint necessarily so (Que for a song).

The event had been postponed for a week owing to some landowners withdrawing their permission forthe rally to cross their land. So this was thr second State qualifier in a row that had been mucked about with, and the second that this wretched periodical had been instrumental in despatching eager spectators on a wild goose chase. Naturally the Dr Jekyll side of the Editors personality is very sorry for the unnecessary trouble caused.

The 13th Stones Corner Motors Rally as organised by Tony Best, Allan Lawson and Tony Hazeldine was a most curuous event. I began navigating in 1963 and this event reminded me very forcibly of the first event I ever did. On that occasion I had us hopelessly lost twice and we finally only visited the controls at the top and bottom of each instruction sheet. "Not even a Pommie Drongo can become senile at 32 years of age" I hear you cry, so what went wrong, lend an ear and I shall explain.

After being passed from Driver to Driver within the club (Now I know what a tart feels like) I was lucky enough to do the event with Roger Kimeklis. We had a practice run in the sand roads that lie between Woodridge and Inala, this was an eventful few hours, the XU-1 proving reluctant to do anything but understeer on thick dust, still shovelling must be almost as good for you as jogging. It was Rogers first big event, so in anticipation of an excess of enthusiasm over ability I asked TIMS to hold a dinner for me in the oven on the night of the event, as I expected to be home in time to eat it.

To the casual observer at the Mazda Centre start, it would have seemed that Laurie Garth was running the event. We had several draws for starting positions till he received a number he liked then we were able to get on with the event. (The Sensible Mrs Smith says that has his crew had been put in the wrong class he had every right to protest).

There was a fair degree of muddle at the start. TIMS had been told to hand out the SERVICE instructions 5 minutes before the cars were due out (why ?) but a few cheeky competitors managed to apply a bit of charm and hoodwink her into getting theirs early. Then we approached the big moment as Adrian Taylor running at Number 1 prepared to go. "Off you go" - the car moves one foot - stops - Greg Weale pipes up "We havent any route instructions" - collapse of stout starters - much panic - further 15 minute delay.

The first section was an easy run to the Nerang Forest where things were anything but easy. Wendy and Peter Marshal were marshalling the cars into position for the first of three sections in the woods. The three sections totalled 34 minutes and 42.5 kms of mainly rough

going. All three sections had the same start, so Allan Lawson was doing his impression of a one-armed paper hanger as cars arrived from 3 different directions. I'm all for cutting down on the workload but do-it-yourself controls on a State Championship round are not a good thing, also, it really is a bit a swizz to pound along to obtain a good time, only to arrive at the end of the section and find that so many cars are waiting to go that a 200 yard run is needed to obtain a time.

I thought the forest wasn't as rough as last year but nobody else agreed with me, in places it was quite smooth, but elsewhere my crash-hat was beating a regular tattoo on the roll cage. We used the same few kilometres for each stage, so the yump about 2 kms in was taken faster on each occasion, the third time round we really took the XU-1 into the air. Towards the end of the final section we sped through a substantial bush fire with trees burning all along the road, the hazards of rallying were never like this before.

It really was pleasure to get in the hot seat of a rear-wheel drive car again. FWD may give better traction but theres nothing that can match the slipping, slidding, sideways motion that happens everytime the rear wheels send 300 bhp to the road. For a bloke on his first event I was delighted with Roger, he started off slowly and worked himself up to a faintly alarming pace - which is as it should be.

After the first Service break we had a longish transport to just West of Beaudesert where Glen Somerville ran the control that signalled the start of the navigators headaches. I was very distressed to hear that Glen and Paul Street had a big shunt returning from the event, writing off Paul's Gemini, but they were OK which is by far the main consideration.

The next section was defined by 6 and 7 figure map references (I wish I could get my hands on the cartographer responsible for the ghastly topographic Warwick map) and it caused me no end of bother - especially as the Pratts from Toowoomba were as confused as us and attached themselves to us as BIG ED knew were he was going (!) I was working from my army compass and this was the major cause of our downfall. There is only one road to the South between Boonah and Rathdowney so as we were heading South that MUST be the road we were on. After 45 minutes of stumbling down the grottiest road track I've ever come across we emerged to find the fairy tale lights of &'&'& Boonah spread below us. What a waste of time. The Pratts were very nice about it all things considered. However every cloud has a silver lining, and now I'm fairly familiar with those dreadful Australian gates - although one thing was so odd looking that I had to get Roger out to give me a lightning demo.

Now we knew where we were we raced South to obtain a WD and a time at the control we'd been aiming at. This was the first section I've ever done that had no time allowance (Presumably the control Official is still there) and for which no distance was given.

We'd beaten our trusty Service Crw in Roger's Transit Van so we had a short wait till they arrived to get the car going again. When we set off we found that the next Time Control for the start of the competitive wasn't there, so we set ourselves off, perhaps on retrospect he was down an old alignment - why not everybody else was. The competitive was down a first class piece of property. I think it was called Chesils Bank Rd. it runs from Maroon to Killarney. Roger and the XU-1 were a positive delight to see in action

down here, they'd be a big BOOM from the exhaust, then he'd stand on the brake and his hands would be a blurr as the car understeered in and power oversteered out of the corners - marvelous. The only thing he lacks is the will to upset the car just before a brow so he can go over it flat out - the one time we discussed this the brow had a 90 right just after it, a busy time was had by all.

The next competitive saw the end of our hopes. I lost so much time staggering around Elbow Valley that that and the engine nounting we'd broken sent us home.

Thank you Roger, and the boys (and girl) of the Service Crew.

Provisional Mini-Results Sheet

1)	Lloyd Robertson / P Trevethan	Torana	141
2)	G Batts / S Smith	Torana	142
3)	R. Handford / S Weir	Torana	151
4)	R Browning / J Hall	Datsun	165
6)	H. Kabel / S Kabel	Mazda	195
10)	T Gynther / J Nelson	Fiat	254

Forthcoming Event

Northern Districts Sporting Car Club are holding the States first "Split Minute" Forestry Special Stage event on January 21st. The entry is limited to 40 cars and the entries close on December 31st. Regulations are available from the Club (BSCC) Secretary. The event is sponsored by the Redcliffe Seaside Shopping Centre and starts from the Redcliffe Parade at Midday.

12 Hour stage events are THE thing to run in Europe at the moment, navigationally the wise driver takes his 6 yr old 3 stone nephew with him because its so easy - I wonder if all the gates have to be opened for us ?

Televiev

The editor now finds himself torn in twain. Clubmember Max Stahl was the commentator at the Baskerville races televised on Sunday 11th December and I'm afraid that it was not the best the ABC have done. The idea of having USA style qualifying laps may have looked good on paper, but in the flesh all one saw was a tin-top belting around on its own, Alan Grice did his best to enliven things by knocking down a hoarding but the whole telecast was a bit inept. I think that perhaps it was the circuit, Baskerville is a (relatively) slow place and lacks the charisma of Sandown or Bathurst.

The Club are holding one of their very enjoyable closed Motorkhanas at Samford on Sunday 15th January. Anybody can enter in any type of vehicle, very reasonable entry fee, an ideal event for new members to enter for a bit of experience. For further details phone Larry Stinson on 378 1274 during business hours.

FOREHCOMING EVENTS

These are the Forthcoming Events for January, those events being run in February will be advised to members with the receipts for their 1978 Club membership. The next magazine will be available for members from February 21st, and will contain the usual full round-up of the events coming.

- Sat January 7th Biggenden Autowreckers New Year Rally
a 10 hour event starting in Biggenden
at 1 pm.
- Tues January 10th Committee Meeting at the Clubrooms at 7pm
- Sun " 15th Club Motorkhana at Camira by Larry Stinson
- Wed " 18th Presentation of Stones Corner Motors Rally
Trophys at the Clubrooms
- Sat " 21st Redcliffe Seaside Shopping Centre Rally
organised by Northern Districts- full
details within.
- Wed " 25th Marlene Ryman presents her FOOTRALLY,
do bring your feet along.
-