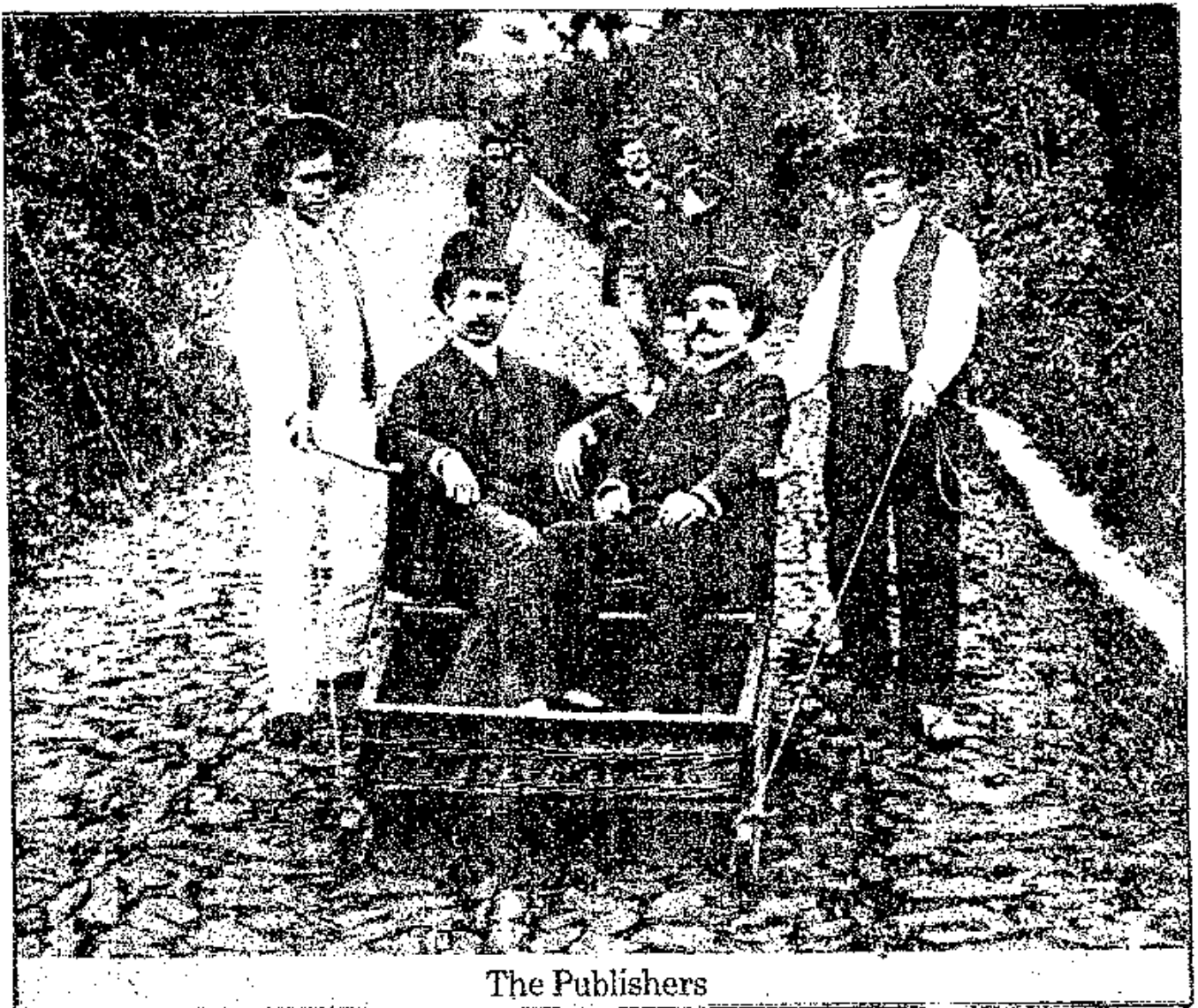


# Brisbane Sporting Car Club

## » MAGAZINE «

CAMS AFFILIATED

PRICE 20c



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FEBRUARY 1978

BRISBANE SPORTING CAR CLUB

1978 OFFICE BEARERS

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POSTAL ADDRESS

All correspondence for the Club should be addressed to:

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Brisbane Sporting Car Club  
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WEST END Brisbane 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 \$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

Here we go again. As you would have read in our Hon Secs little chat last month, the big event of the year will be the decorating of the clubrooms during 1978 - personally I'll be delighted to have something that look sless like a Salvation Army Hall to go to on Wednesday (Not that this is a knock to the Sally's - good luck to them), but the day a shoeless Rod Hannifey is turned away because he's improperly dressed, I'm off to form the Scruffs Motor Club.

I recently saw a magazine from an Auckland Car Club, it was printed on proper glossy paper, it had bags of photos, and even if the actual articles werent exactly sparkling, at least they had 8 (eight) different authors. What makes it worse is that the club has LESS members than we do - GROAN something must be done.

Several lessons could be learnt from the diabolically slippery first stage on the abortive first run of the Northern Districts "Split Minute" Rally. At the end of the stage I was most annoyed with my driver as I considered his really wet mud driving less than acceptable, however after hearing about other peoples shanigans he comes out positively smelling of roses. Former Queensland champions had plenty of problems. Mr Reidel somehow managed to demolish the timekeepers tent, and Lloyd Robertson slid sideways between two banks so close together that he needed an eighteen point turn to get out. Messrs Zacka/Ziegenfusz had a head on confrontation with a large tree, which resulted in Fred Thompson bringing the bodies out to where the ambulance could reach them. In the conditions they couldnt have been doing more than 30 mph when the THUD came, so give me a nice disipating roll any day. Everyone said that Adrian Taylor wasnt very quick to look at, but he was easily fastest - which speaks volumes.

It seems that a lot of this edition is taken up with Motorkhana results, although they can make interesting reading, for instance notice how in the first club motorkhana of the year I start out 3rd overall and finish 8th overall - once again too much lead foot.

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### Major Forthcoming Event

M.G.C.C. & B.S.C.C.

### Stanthorpe Apple and Grape Harvest Festival Rally

This Co - promoted event is being held on the weekend of March 4th - 5th. It is being held as part of Stanthorpe's big festival and the organisers still need competitors and control officials. If your new to rallying this short event will be just the start you need, whether as competitor or Official. The event is relatively short and with the attendant social functions (Glug glug) it should be a ripper weekend away - If you can help with the running of the event phone John Hall (A/H 341 2390). Event details .. 400 km starting from Stanthorpe at 4.30 pm. Director is the well known and respected Ross Moir. All competing cars will feature in Carnival procession.

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### This Months Cover

A little snap of TIMS and myself taken during our recent holiday on Mt Cootha. The blokes with the ropes are Henry Ryman and Peter Whalley.

## Living with Hotel-Zulu

### An Extended test of the Monaro GTS "HZ" - Brute Force and Intelligence

"There are two tragedies in life. One is not to get your heart's desire. The other is to get it."

George Bernard Shaw

To a long term cynic such as myself, the motoring advertisements trotted out in the papers and on the television are a constant source of scorn. Mitsubishi's NEW harmonic balancer was first used by Lanchester in the 30's, Lancias ads contain woeful historical howlers, so when the General announced RADIAL TUNED SUSPENSION, to me it was yet another case of the little boy who cried NEW when he meant revamped, resurrected or regurgitated. And there the matter would have stayed if Lloyd Robinson hadn't offered me one of the Precision Driving Team cars for an extended test over Christmas. Visually little seems to have changed apart from the adoption of a thick anti-roll bar and disc brakes at the rear. But one understands that suspension pivot angles and harmonic rates, have been altered to keep the modern steel belted radial tyres flat on the road where they perform at their optimum level.

I collected the car from Lloyds country seat after partaking of a Christmas barbecue. Lloyd looked at me quizzically to see if I was capable of driving home safely, and he seemed reassured till I jumped in the car and tried to start it by pumping the brake pedal, then he looked faintly alarmed, of course it was useless to say that the Civics pedals are offset, and I'm so used to going up the road sideways that it's a mistake I always make in strange cars.

The vehicle was hot from the production line, and never having been through a dealers hands it had never had its pre-delivery check, so the fact that the windscreen washers didn't and that potatoes could have been grown on the inside of the windscreen wasn't too surprising.

Heaven be praised the Precision Driving Team are now using MANUAL cars, what a difference in driving pleasure over the old model. The clutch action was surprisingly light and those big cogs could be swapped with very nearly the same speed as the Civics. Upon first association I thought the car to be very highly geared, without straining the very new engine, 50 and 80 could be used in the first two gears, but what I actually found was that owing to the engines vast amount of torque and ability to pull smoothly from 1000 revs, I could use the same gears in the same places as I use on the undergeared Civic. Junctions marked "Turn Left any-time etc, etc" could be waffled round in third with just a touch of throttle to build up to 60 kmph. It was the personification of smooth civilized motoring, no road noise, no engine noise, just the gentle hum of the airconditioning and the dulcet tones of Wolfgang Sebastian Beethoven wafting out of the first class radio (Wot no cassette player?).

The view from the bridge is adequate, small pillars and a high seat make the open road a safe place to be, but close in work is restricted by the distant view of the front wings and the rise of the aerofoil behind. The instruments are clear and easy but the small dials are not properly calibrated, whilst fiddling with the new toy I managed to switch on the intermittent wipers and couldn't turn them off again, this is why we were driving around on a sunny Monday afternoon with

the two big articulated arms bursting into life every 10 seconds or so, after some heavy breathing and finger tapping from the better half I discovered how to cease their periodic actions. The dog found an air outlet to the floor on the passengers side, which meant he could stick his nose in it and sniff raptously instead of doing his normal Chris Bonnington around the interior to find a breeze. The unpowered steering with giant Olympics afoot was altogether too much for the Incredible Mrs Smith to cope with. On one occasion I parked the car in our tiny front garden and then in a short space of time I : A/ Chopped an iron bark log about 2 foot in diameter in half, and B/ Reversed with difficulty the Monaro back into the street, for those interested in body building let me recommend B every time.

"Tell us how it handles" I hear you cry. Well the old model wollowed a bit and understeered like they were giving it away free with the petrol. So as I slipped on my string backed gloves and took the new model for a burn, I was ready for the armfuls in and armfuls out technique once again. What I actually found astounded me. Paradoxically it reminded me of two very diverse cars. At one time I owned a Cox GTM, this was a fibreglass sports which had a Cooper S engine howling away behind your left earhole, now this mid-engined car was so quick round corners that I never ever got anywhere near to its limit of adhesion, it was altogether too fast for me, and the other car was the Jensen Interceptor Mk 111, a dream car approached with due reverence and not treated lightly, once again its behaviour on the limit is a mystery although it was very adept at hustling along Englands second class roads. The Monaro then corners on rails, the understeer has gone and the cars actual limits are a mystery. I just drove it deeper and deeper into the corners, they'd be an instant of G and a chirrup from the tyres, then we'd be shooting up the subsequent straight. Amazing that this much bulk in a quantity produced car could be so well behaved, it was like an elephant tap-dancing.

Like a rich jewel in an Ethiops ear,  
Beauty too rich for use, for earth too dear.

(Romeo and Juliet) Willam Shakespeare (1564 - 1616)

And now the bad news. De Pizza de Ryman and I took the car for a quick trot around the Mt Tamborine/Canungra area, the car was faultlessly behaved, the brakes were in the giant hand category, the engine pulled mightly, the road holding was simply superb, but we put \$6 of fuel in at Tamborine, climbed to Mt Tamborine, down to Canungra, to the pub at thingy, back through Tamborine to Beaudesert, a short burst up the Redland Bay Road (The log is still there) and then to Dennis Browns garage because we were almost out of fuel again - it costs \$3.50 an hour in fuel alone ! For the whole of the 8 day test, usually with the air on, we did a little over 400 kms and averaged 13.3 mpg.

Like the car as I did, any car I buy that chews fuel at that rate, must have at least 12 cylinders and 4 camshafts, I believe that the blame can be put squarely at the emission control rubbish, just how is the atmosphere in little old L.A. nowadays ?

B.S.C.C. Closed Motorkhana - Jan 15th

At the last of these enjoyable functions held in the Samford dust bowl only 9 competitors turned up, so seeing a chance of obtaining instant glory I dragged TIMS along for a days outing. Well the Christmas break certainly gives people the urge, because Larry Stinson had no less than 26 competitors on his hands (even if every other one appeared to be named Kabel!). It was a hot, hot day and the ground was a bit like the Somme in 1916 but apart from Peter Snells obligatory gripe about classes not a disclaiming voice was heard. This was TIMS first motorkhana and she didnt go the wrong way once, tres bon, I was whore-struck (But thats a horse of a different colour). Times of interest etc, etc

Test 1			Test 2				
1.	L.Sutherland	Special	24.2	1.	I.Sutherland	Special	37.5
	K.McConnell	Cooper S	24.2	2.	K.McConnell	Cooper S	39.0
3.	Big Ed	Civic	25.0	3.	L.Drummond	Mazda	40.0
4.	L.Drummond	Mazda	25.1	4.	P.Snell	Special	41.0
5.	P.Snell	Special	25.4	5.	S.Kabel	Mazda	42.0
	P.Marshall	Galant	25.4	6.	Big Ed	Civic	42.5
7.	K.Wilson	Toyota	25.6	7.	P.Marshall	Galant	43.0
8.	R.Kimeklis	Civic	25.9	8.	I.Fink	VW	43.1
9.	S.Snell	Special	26.0	9.	S.Snell	Special	43.5
	S.Kabel	Mazda	26.0	10.	K.Wilson	Toyota	43.8
	C.Mitchell	VW	26.0	11.	A.McConnell	Cooper S	44.1
12.	C.Powell	Volvo	26.1	12.	C.Mitchell	VW	45.0
	T.Kabel	Mazda	26.1	13.	C.Powell	Volvo	45.6
14.	H.Kabel	Mazda	26.3		G.Hodder	Mazda	45.6
15.	I.Fink	VW	26.8	15.	B.Fullerton	Mazda	46.0
16.	+TIMS	Civic	27.7	16.	H.Kabel	Mazda	48.0
	B.Fullerton	Mazda	27.7		T.Kabel	Mazda	48.0
18.	+N.Healles	Mazda	28.0	18.	G.Fullerton	Mazda	48.3
19.	N.Lawson	Thingy	28.2	19.	N.Healles+	Mazda	51.0
20.	A.McConnell	Cooper S	28.4	20.	+W.Marshall	Galant	52.1
21.	G.Hodder	Mazda	28.5	21.	+K.Wilson	Toyota	53.5
	+W.Marshall	Galant	28.5	22.	+TIMS	Civic	54.7
23.	+K.Wilson	Toyota	28.8	23.	G.Kabel	Mazda	71.0
24.	G.Fullerton	Mazda	30.0	24.	R.Kimeklis	Civic	76.0
25.	G.Kabel	Mazda	34.0		N.Lawson	Thingy	76.0

Positions after 2 rounds were as follows :

1.	L.Sutherland	Special	61.7	11.	C.Mitchell	VW	71.0
2.	K.McConnell	Cooper S	63.2	12.	C.Powell	Volvo	71.7
3.	L.Drummond	Mazda	65.1	13.	A.McConnell	Cooper S	72.5
4.	P.Snell	Special	66.4	14.	B.Fullerton	Mazda	73.7
5.	Big Ed	Civic	67.5	15.	T.Kabel	Mazda	74.1
6.	S.Kabel	Mazda	68.0		G.Hodder	Mazda	74.1
7.	P.Marshall	Galant	68.4	17.	H.Kabel	Mazda	74.3
8.	K.Wilson	Toyota	69.4	18.	G.Fullerton	Mazda	78.3
9.	S.Snell	Special	69.5	19.	+N.Healles	Mazda	79.0
10.	I.Fink	VW	69.9	20.	+W.Marshall	Galant	80.6
				21.	+K.Wilson	Toyota	82.3
				22.	+TIMS	Civic	82.4
				23.	R.Kimeklis	Civic	101.0
				24.	N.Lawson	Thingy	104.2
				25.	G.Kabel	Mazda	105.0

Of course at the time, short of doing a lot of maths we werent to know how close the ladies competition was, leas than 3½ seconds covering the lot - and, not a hair out of place.

Test 3

1. P Snell	Special	25.0	13. B Fullerton	Mazda	30.8
2. L Sutherland	Special	25.2	14. G Fullerton	Mazda	31.0
3. S Snell	Special	26.0	15. T Kabel	Mazda	31.2
K McConnell	Cooper S	26.0	P Marshall	Galant	31.2
5. A McConnell	Cooper S	26.2	I Fink	VW	31.2
6. L Drummond	Mazda	27.0	18. +K Wilson	Toyota	33.0
K Wilson	Toyota	27.0	19. C Powell	Volvo	34.0
8. Big Ed	Civic	29.2	+TIMS	Civic	34.0
9. H Kabel	Mazda	29.8	C Mitchell	VW	34.0
10. S Kabel	Mazda	30.2	22. +N Healles	Mazda	34.8
G Hodder	Mazda	30.2	23. +W Marshall	Galant	38.6
12. N Lawson	Thingy	30.7	24. G Kabel	Mazda	39.2

Total after 3 tests

1. L Sutherland	Special	86.9	13. G Hodder	Mazda	104.3
2. K McConnell	Cooper S	89.2	14. B Fullerton	Mazda	104.5
3. P Snell	Special	91.4	15. C Mitchell	VW	105.0
4. L Drummond	Mazda	92.1	16. T Kabel	Mazda	105.0
5. S Snell	Special	95.5	17. C Powell	Volvo	105.7
6. K Wilson	Toyota	96.4	18. G Fullerton	Mazda	109.3
7. Big Ed	Civic	96.7	19. +N Healles	Mazda	113.8
8. S Kabel	Mazda	98.2	20. +K Wilson	Toyota	115.3
9. A McConnell	Cooper S	98.7	21. +TIMS	Civic	116.4
10. P Marshall	Galant	99.6	22. +W Marshall	Galant	119.2
11. I Fink	VW	101.1	23. N Lawson	Thingy	134.9
12. H Kabel	Mazda	104.1	24. G Kabel	Mazda	144.2

Test 4

1. K McConnell	Cooper S	20.0	13. P Marshall	Galant	24.3
2. A McConnell	Cooper S	20.2	14. G Fullerton	Mazda	24.8
3. L Sutherland	Special	21.0	15. T Kabel	Mazda	25.1
P Snell	Special	21.0	16. B Fullerton	Mazda	25.2
5. S Snell	Special	21.2	17. +N Healles	Mazda	25.5
6. L Drummond	Mazda	22.0	C Mitchell	VW	25.5
I Fink	VW	22.0	19. +TIMS	Civic	25.6
8. H Kabel	Mazda	22.8	20. C Powell	Volvo	26.0
K Wilson	Toyota	22.8	N Lawson	Thingy	26.0
10. Big Ed	Civic	23.2	+K Wilson	Toyota	26.0
11. S Kabel	Mazda	23.4	23. +W Marshall	Galant	30.2
12. G Hodder	Mazda	24.2	24. G Kabel	Mazda	32.6

Final Results

1. L Sutherland	Special	107.9	13. G Hodder	Mazda	128.5
2. K McConnell	Cooper S	109.2	14. B Fullerton	Mazda	129.7
3. P Snell	Special	112.4	15. T Kabel	Mazda	130.4
4. L Drummond	Mazda	114.1	16. C Mitchell	VW	130.5
5. S Snell	Special	116.7	17. C Powell	Volvo	131.7
6. A McConnell	Cooper S	118.9	18. G Fullerton	Mazda	134.1
7. K Wilson	Toyota	119.2	19. +N Healles	Mazda	139.3
8. Big Ed	Civic	119.9	20. +K Wilson	Toyota	141.3
9. S Kabel	Mazda	121.6	21. +TIMS	Civic	142.0
10. I Fink	VW	123.1	22. +W Marshall	Galant	149.4
11. P Marshall	Galant	123.9	23. N Lawson	Thingy	160.9
12. H Kabel	Mazda	126.9	24. G Kabel	Mazda	176.8

Class A

Lindsay Sutherland	107.9
Keith McConnell	109.2
Peter Snell	112.4

Class B

Lee Drummond	114.1
Colin Powell	131.7
Noelle Healles	136.4

## President Report - Feb 1978

Dear Members and Friends

Welcome to the 25th Year of The Brisbane Sporting Car Club, a year that on all fronts of the Clubs activities, i.e. - Rallies-Off Roading-Motorkhanas-Speed Events-Night and Day runs-Social events promises to be a fitting year for our Silver Anniversary.

Lets take a look at our Major Activities scheduled for the next Eleven Months -:

March	-	The Apple and Grape Festival Stanthorpe Rally
March	-	The Silver Anniversary Dinner
March	-	Queensland Navigation School
April	-	Lutwych Village Australian Rally Championship
May	-	Anniversary Assembly of Past Greats
June	-	Motorkhana, QLD Championship
September	-	Warana Rally
October	-	Proposed Birdsville Desert Rally
October	-	B.P. OFF ROAD 500
December	-	Stones Corner Motors Rally

In addition our calendar caters for all Motor Club enthusiasts with an excellent programme of Social Events, which this year will include a Progressive Social Dinner - A camping trip - Film Nights - Wine and Cheese Nights as examples.

Our Club Championship has been revised, and I can see a renewed interest in this important aspect of Club life. WHO WILL BE THE CLUB CHAMPION FOR 1978? It could be you.

Plans are well under way for the updating of the Club Rooms, a job well overdue, the plans include painting and decorating the interior to a more modern standard, as well as a completely remodeled Refreshment and Kitchen area. This project I would like to point out was the main reason for the slight increase in our club membership fees for this year.

I would like to commend the great enthusiasm being shown by the various Sub - Committee Chairmen and their members, i.e. Rally-Social-Speed-Off Road-Finance-BUILDING, however if their work and dedication is to show rewards, it is up to you THE MEMBERS.

Allan Lawson

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### Filmshow - Wednesday 1st February

Now this was almost a typical outing. We had the projector, we had four fine films from Castrol, we had a projectionist straining at the leash and we had a room full of eager customers. What we didnt have was a screen, so we had to wait till a sheet was produced at gone 9pm before we could start, why we couldnt take the pictures off of the wall and run it direct I dont know. Still when it finally got underway I could only stay for 2 of the films as The Incredible Mrs Smith was making Rumballs and I'm greedy. The first film was "Stages to Victory", an old club favourite and justifiably so, a super bit of Castrol soft sell. The second film was "What drives the British", a film which raised my curiosity because I'm British and I'd never heard of it before. Well it turned out to be the 1959 RAC International Rally, an era well before events took to the forests and the biggest bore since "Roots".



The passage of the film was greatly enlivened when a passing fool rubbed his grotty car along one of the clubs more presentable cars. The room emptied in a flash as we all piled out to see who'd been the unlucky receiver of the grinding of metal we'd heard.

The other films were about the Hardy - Ferodo 1973 and a short film on "Drains I have dug" by the well known Japanese member Sanni Tation.

When is the club going to get some soft seats for me to slash up? (Purely as a social comment of course).

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### New Members

A warm welcome is extended to the following people who have joined the Brisbane Sporting Car Club so far this year:

Richard Bain .....	The Gap
Jeff Beattie .....	Albany Creek
Ralph French .....	Chapel Hill
Gary Kabel .....	The Gap (Associate)
Glen Law .....	Albion
Les Poole .....	Toowoomba
Allan Swinton .....	Loganlea
Phillip Swinton .....	Fairfield
Paul Warwick .....	Boondall

### Honorary Members

The following have been elected honorary members of the Club for 1978: Ian Ferguson, Nev Johnston, Clem Jones, John Keeffe, Donald McDonald, Graham Perrett, Don Preece, Nicol Scott and Max Stahl.

### 1978 Club Championships

In the Magazine each month from now on you will normally find an up-to-date list of pointscores for the Club Championships. This month we are taking the opportunity to explain how the systems works.

In 1978 there will be five separate championships, as well as an overall club championship and a ladies championship. The five series will be for motorkhana, night runs, off-road events, rallies and speed events.

Points may be scored in all BSCC-organised motorkhanas, Off Road events, rallies and speed events, and in nominated (expert) BSCC organised night runs and touring assemblies. Points will be allocated in each event only to members who are financial at the time, i.e. to those who have paid their membership subscription. In all events, points will be awarded according to club members results only, for example if a BSCC member comes 12th outright in an event but this is the best result by a club member, that competitor will receive the points for first place.

Points for the various types of events will be allotted in the following way. For night runs, touring assemblies and rallies - 11 points for the winner (remembering that 'winner' means best BSCC result), 10 for second, etc., and so on down to 2 points for tenth, and one point for every other finisher. For motorkhanas, Off Road events and speed events - 11 points for first, 10 for

second, etc., down to 2 points for tenth. In all events only outright results will be considered, not class placings.

In the case of a tie, e.g. for third place, both competitors will receive nine points for third place, the next best result will be allotted seven points for fifth place.

Up to two organisers of each event will each receive 11 points for their efforts.

Finally, the top ten placegetters in each of the five types of event (motorkhanas, night runs, off road events, rallies and speed events) will receive a points allocation of 11, 10, 9, 8, etc. in order of their placing (regardless of actual points gained) and all those below tenth will receive one point each. It is this total which will determine the 1978 Club Champion.

The Ladies Championship will be scored on a similar basis, but needless to say, only lady members will be eligible.

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#### Missing Persons Bureau

If any club member knows the whereabouts of Michael Cave, Peter Hamlyn or Eldon James, would you please ask them to advise the Secretary of their new address.

#### Are You Financial

Members who have still not paid their membership subscription for 1978 are reminded that membership fees became payable on the first of January, so they are now overdue.

Your subscription can be paid to the Secretary on any Wednesday night at the clubrooms, or if this is not convenient a cheque or money order can be posted to the address shown on Page 1.

#### The Private Life of a Club Secretary

The Brisbane Sporting Car Club is continuing to grow and to diversify in 1978 as it has done for the past several years. This growth is basically a healthy thing, as the strength of any club such as ours lies in its membership, but expansion cannot take place without associated growing pains, and in particular an increasing membership means more work for the Secretary and the other members of the committee.

Like the other members of the committee, I work in an honorary capacity, that is, I am not paid for the work I do for the club. I hasten to add that its work I enjoy, for the most part anyway, and I'm sure the other committee members feel the same way - if they didn't, they wouldn't be on the committee.

Most of my own work on behalf of the club is carried out at home - for obvious reasons. But for providing services to individual members such as accepting membership applications and subscriptions, providing and signing CAMS licence applications, and generally providing information required by Club members, I make myself available at the clubrooms just about every Wednesday night, generally from about 7.30 onwards (and onwards, and onwards). Of course, for a quick query, my home and work phone numbers are published in the Magazine, and I'm happy to accept calls at any reasonable hour of the day or night,

but the great majority of calls I get could easily wait until the following Wednesday night.

Unfortunately, some members seem to expect me to make myself available, at home or at work, 24 hours a day, seven days a week, for the benefit of members, and this I do not intend to do. It's not hard to find out where I live, but you certainly won't get this from the Magazine - the home addresses of committee members are deliberately omitted from the Magazine because this is what they are - home addresses! Like the other members of the committee, I have responsibilities to my home and my family, and responsibilities to my business, as well as my responsibilities to the club. It appears, however, that a growing number of members feel that my only responsibility is to the club, and that they can come knocking on my door at any hour of the day or night, and this I wish to discourage.

So please remember, I'm available at the clubrooms every Wednesday night, and if something is urgent you can phone me at any reasonable hour. If you really have a problem I'll arrange to meet any club member, any time, anywhere, to do what I can to help. But if you come knocking unannounced on my door in the middle of the night, or, for that matter, in the middle of the day, don't be surprised if you meet with a cool reception. At least a phone call first could save you a wasted trip.

#### How to renew your Road Event Licence

The cost of a road event licence for 1978 is \$10.00, which includes a copy of the CAMS Manual. The CAMS Manual now incorporates the rally code, so you don't have to purchase a rally code separately.

CAMS requires that applications for issue or renewal of all licences be recommended by the Secretary of the Club. This of course cannot be done until you have paid your membership subscription for 1978.

Licence fees are paid directly to CAMS and cannot be accepted by the Club Secretary. For those members who are unable to attend the clubrooms on a Wednesday night to have their application endorsed, one of the following methods may be used. Either:

- 1) Post the completed CAMS licence application form, together with your 1978 Club membership fee if not already paid, to the Club Secretary and it will be endorsed and posted back to you; or
- 2) Post the completed CAMS licence application form, photograph, expired CAMS licence and licence fee cheques, etc made payable to CAMS), together with your 1978 club membership subscription if not already paid, to the Club Secretary and it will be endorsed and posted on to CAMS. CAMS will return your new licence by mail.

#### SUB-COMMITTEES 1978

If you feel that you would like to help the Club but you are not quite sure how you can help, perhaps there may be a job for you on one of the many sub-committees. The members of the sub-committees as they currently stand are listed below:

1978 Sub - Committees

Building Sub - Committee

Ivan Holmes (Chairman)

Gary Blower, Ian Bond, John Hall

Finance Sub - Committee

Charlie Blake (Chairman)

Garry Connelly, Hank Kabel

Magazine Sub - Committee

Peter Smith (editor)

Motorkhana and Speed Event Sub - Committee

Larry Stinson (Chairman)

John Blake, Steve Bynon, Lee Drummond, Colin Powell, Barb Stinson

Off - Road Sub - Committee

Ian Bond (Chairman)

Ian Baker, Steve Blackburn, Dave Chadwick, Dave Morris, Graham Neville, Tom Poots, Paul Watkinson, Greg Weale, Kev White, Gary Wol

Rally Sub - Committee

Dennis Brown (Chairman)

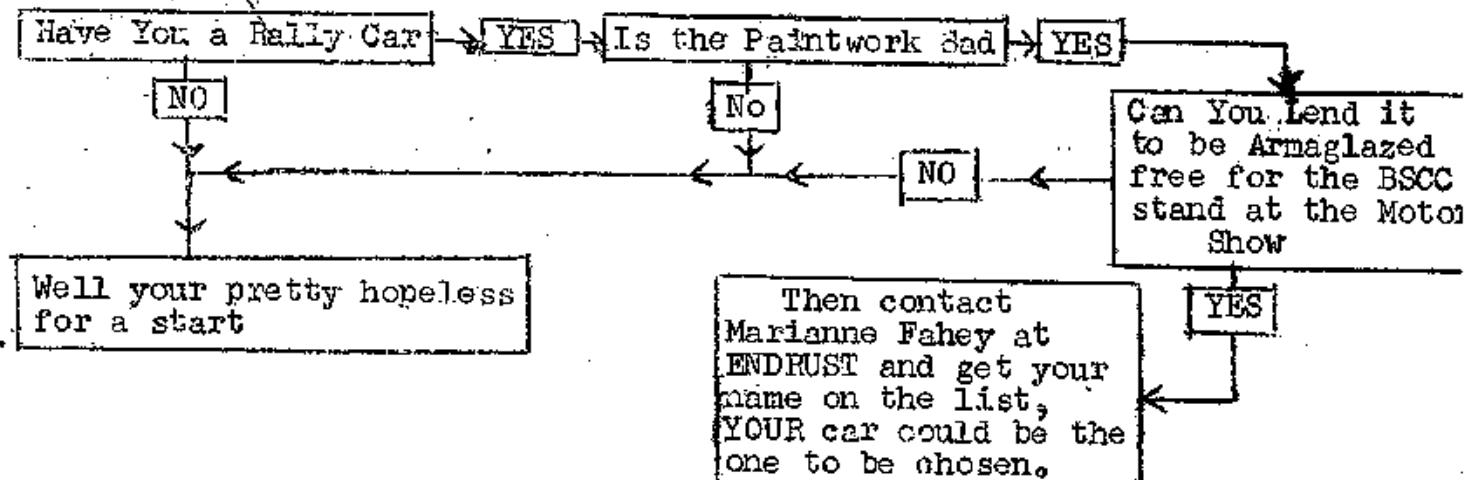
John Hall, Tony Hazeldine, Peter Hines, Peter Marshall, Chris Meadows, Fred Thompson

Social Sub - Committee

Dave Morris (Chairman)

Wayne Bentley, Paul Cadell, Martin Chambers, Noelle Heales, Ivan Holmes, Lynne Lawson, Noel Lawson, Marlene Ryman, Warren Sinn

Special Announcement to owners of grotty looking cars.....



Biggenden Bush Rally Club "Autowreckers" New Year Rally - January 7th

BSCC's ace navigator Tony Best (Anybody, even the organisers, who could find their way round the route of the Stones Corner Motors Rally, cant be all bad) scored a dramatic win navigating for Tony Perrett in his Datsun. TIMS won £20 on only her second event, finishing fifth overall with me saying Faster, Slower, Faster, Slower (Its hell when you own half the car your navigating in). Mr R. Faldt with the lovely B. Dean had a savage whoops! on the first competitive, putting his twink onto its lid, however it qualified as walking wounded, being seen at the halfway and later deep in the forest.

The trials and tribulations experienced by The Incredible Mrs Smith and I whilst en route to distant destinations (see the November edition for our novel way of getting to Goondiwindi) continue, but this time with a vengeance. We left Brisbane at 1745 on Friday after I'd collected TIMS from Gailes Station. We dined at "The Pub with no Beer" in Esk, where they do an excellent duck. We continued north at the sort of pace a Civic can muster, spurning the open petrol stations because I thought I'd get £2 worth at Ban Ban Springs. Apart from a fright when we rushed into a deep pool of water after some hectic braking the trip was uneventful. About 40k's from Ban Ban Springs I slowed down considerably to conserve fuel, because the guage had been showing empty for ages. We reached Ban Ban Springs to find the garage in darkness (It was now 2145), and our attempts to find any assistance were fruitless. So heart in mouth we pussyfooted off to Biggenden. It was 39 kms away and at any moment the engine could splutter and die, the atmosphere in the car was electric. The kilometres slowly passed, till the lights of the town came into sight, big sighs all round, into a dip, and without so much as a cough the fire went out, a mere ½ mile from our destination.

O That little more and what a difference it makes  
O that little less and what worlds away

Joshua Nonsuch (1743 - 1812)

Then began the sort of farce that only I can organise. Walk into town - get a litre of petrol in old ice cream container - pour in - wont start - must be airlock/line blockage - blow down lines - wont start - try clutch start - try to remove tank drain plug, no go, welded on? - walk back to town for more petrol to pour into fuel pump - garage closed - stop Police Car who takes us to other petrol station - put another litre in container - Policeman takes us back to car (arnt country Policeman wonderful) - pour into fuel pump - wont start - take top off air filter - slop petrol into carburettor - airfilter catches fire - dowse with short burst from extinguisher - give manical scream and wrench red hot air filter from engine - fill float chamber - car starts - runs 200 yds, stops - fill float chamber - accelerate to 100 kmph and coast all through town to the Grand Hotel - we arrive at 0120 having taken 3 hrs to cover ½ mile - cannot raise any life in Hotel - settle in car for delightful 5 hours rest - at 0615 hear washing machine start up - race round to rear of building to find man swabbing decks - he shows us how we could have got in at anytime up the back stairs - die thousand deaths - have shower - go to bed weeping. After that performance from me, let me state that The Incredible Mrs Smith is called The Incredible Mrs Smith because all through the performance she showed no signs of bad temper, tantrums or the "I told you So's". What made it worse was that the next day I poured in 3 gallons and the stupid thing ran perfectly.

So we arrived for scrutincering after a few hours sleep feeling a bit secondhand. However the friendly natives made us welcome (as they damn well should when TIMS is wearing her lightweight competition 'cheeky' shorts) and we were allowed to start the event despite TIMS not having signed ANY of her documents (Driving licence, competition licence, school certificate for swimming 100 yards, Yogi Bear Fan Club membership card, K.G.B. identity card, "I like Raffles" sticker - I must say she comes well prepared). So that formality over we returned to the Grand for a hot snooze. Purely as an aside, not having been married for too long, I still feel gloriously sinful being in a hotel room with a "Mrs Smith" on a hot Saturday afternoon.

The draw for starting positions was held at 1440 just before the off, but I volunteered us to run at the rear because not having any cars behind gives TIMS one less thing to look at - after the Kriticos Rally I estimated that her eyes spent their time doing the following :

Looking in rear vision mirror .....	33.3%
Looking at Odometer (We have no Halda) .....	20.0%
Looking at, and slowing down for, spectators .....	18.0%
Looking at nothing (Wondering vaguely if she could afford to buy more handbags) .....	17.0%
Looking at road .....	11.7%

I settled in the car and began to add 4% to all the route chart figures (The Honda's zeroable trip is that much out) and whilst I was thus concentrating in she jumps and begins chatting away, asking me such silly questions as "How did bitumen get its name", "If light from the Sun takes 8 minutes to reach us, how long is a piece of string?" until I had to threaten her with yesterday's underwear to obtain silence.

We started off at 15.18 "Hanging a righty" around the rose beds and disappearing off to the forests.

And what wonderful forests they have at Biggenden, almost all smooth, and coupled with the first rate instructions that highlighted the rougher creek crossings etc, we, in our unsumpguarded Civic, never had a moments fear of wiping the sump or exhaust off. We started off at a moderato pace made even more moderate when we came across Mr Faldts Escort on its lid, however a bit of bottom pinching and generous offers not to smash her face in, soon had us travelling along at a pace indicative of progress, however humble.

My goodness if I could take the 130 km second competitive to England I could make a fortune charging £5 a go - it was gorgeous. People over here just dont realise how fortunate they are to be able to use the forests for even the smallest of events, quite honestly, at a club level, rallying here knocks English club rallying into a cocked hat, yet it doesnt attract a tenth of the enthusiasm. Our expenses (including the entry fee, petrol, dinner in an X'y restaurant and two nights away from home) came to \$100 - if we'd done what "Iron Man" Tony Best did, get up early Sat morning and drive home straight afterwards, we could have done it for about \$60 - in the UK the entry fee alone, for an event using 350 - 400 kms of Forestry Road, would be about double that. This just goes to show what a masochistic sport rallying is, the more you charge, the better the response.

What I would like to see is more people having a go at non - QRC rounds in their everyday car, it means driving at 7 - 8/10's and treating "Cautions" with a great deal of caution, but the sheer fun of having a go cannot be overstated, granted our no - sumpguard, no - rollcage, no - decals Civic looks a bit curious next to the Mickey Mouse Lancers and Datsuns, but what the hell, MY wife drove to fifth place overall on a forestry rally, what have you done ?

On the second half of the event I was feeling a bit tired, and several cock -ups ensued - all fairly quickly recovered from but overall I must have cost us about 12 - 15 minutes during the event. One of my excuses is that belted up in the navigators seat I could only just see the Odometer (all right I'll buy a secondhand Halda), and when I was being shook about I couldn't really focus on it, plus the fact that I kept having to add odd tenths to the altered figures I was working, made things a trifle confusing on occasion. What was very valuable was the practice on ghastly Australian gates about which I now feel more confident.

We both enjoyed the event enormously and thank the organisers for not cancelling in the face of a crippling lack of entrants, we'll certainly be back for "The Bush Bash" curried mince or no curried mince (and preferably the latter).

Times of interest to BSCC members : (Competitive sections only)

Section 2 Div 1

A.Perrett/T.Best	Datsun	1750 cc	0
P.Smith/P.Smith	Civic	1170 cc	4

Section 3 Div 1

A.Perrett/T.Best	Datsun	1750 cc	0
P.Smith/P.Smith	Civic	1170 cc	19

Section 2 Div 2

A.Perrett/T.Best	Datsun	1750 cc	0
P.Smith/P.Smith	Civic	1170 cc	11

Section 3 Div 2

A.Perrett/T.Best	Datsun	1750 cc	0
P.Smith/P.Smith	Civic	1170 cc	12

Section 4 Div 2

A.Perrett/T.Best	Datsun	1750 cc	0
P.Smith/P.Smith	Civic	1170 cc	8

Section 5 Div 2

A.Perrett/T.Best	Datsun	1750 cc	1
P.Smith/P.Smith	Civic	1170 cc	6

Results

1. T.Perrett/T.Best	Datsun	1750 cc	1
5. P.Smith/P.Smith	Civic	1170 cc	65

WANTED - by BIG ED a secondhand HALDA twinmaster in good working condition with wide choice of gears - \$\$\$ await the first caller

208 1721 - home

225 2255 - work

A cry from the heart from our club property officer....

Dear Clubmembers,

I realise the great sentimental value and the decorative uses that club property can be put to at home. Control boards on the approach to the toilet, tomato stakes holding up tomato plants instead of arrows, but seriously club property must be returned as soon as possible after events. If this aint done they must be replaced and the money comes from one place only ... YOU, remember your membership.

Club property can be left at the clubrooms any Wednesday night or pushed through the slots into the store under the club anytime but PLEASE don't break the control lights. I hope you will co-operate as it will soon the club lots of money which can be put to better uses.

Tony Hazeldine

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Wednesday 18th January

Opening Night and Pressie of Stones Corner Motors Rally Trophys

Cor Blimey I havent seen so many club members since "Lusty Traffic Warden" was coupled with "The Naked McKewen" at the local fleapit. I squeezed into the back of the clubrooms next to Larry Stinson while Mrs Ryman squashed trembling against my rear (and who can blame her for that ?). Ira Berk had graced us with the Datsun film of the 1977 Southern Cross which was most enjoyable if rather blatantly Datsun. Then Tony Best and Hank Kable presented the trophies for the brain damaging Stones Corner Motors Rally. Tony slated some committee members for not helping out, but really once you've paid your \$20 its your club to do what you like with.

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Wednesday 25th January

Marlene Rymans "Footrally"

Discussing this event en route to the clubrooms with TIMS, we decided that somebody had made a grim mistake in choosing such an event, firstly because nobody ever turns up for social events and secondly your average Australian clubmember (dig, dig) thinks his feet are for holding him upright at the bar. Having finished work rather late we turned up al fresco but to our surprise a lot of crews entered with all the Mickey Mouse gear, lights front and rear, crash hat, wipers, plus either Tony Kable was laughing or he had a white roo bar across his face. The event itself was 1½ miles long and pretty straightforward, although TIMS and I had several rethinks at one point. We returned for a well earned glass of Chateau Muck '78 and to learn that that athletic couple, Carol and Neil Howard were the winners. Marlene was hideously drunk at the prize giving but we all turned a blind eye to it. Carol Howard had a cocker spaniel pup in tow and prompts the idea that we must have a club pets night, what with Noelles cat, my fleabag, Mrs Garths Gorilla (O sorry Laurie, its this bad light) we could have a really chaotic night.

Thank Marlene, you made a happy man very old.



## The Victorian Sand Enduro - Portland Dune Buggy Club

Almost a hundred entries coupled with efficient organization (My god that would be a sight for sore eyes - B.E.) rendered the Portland Dune Buggy Club's event - the Victorian Sand Enduro - a most pleasing days motor sport.

Portland and the Discovery Bay dune complex are situated about 400 km South West of Melbourne. It is most interesting to note that the dunes on which the event is run are within a National Park, the trustees of which are the Portland Dune Buggy club. It is even more interesting to note that the area is in the Federal Electorate of Wannon and the present incumbent (he's known as Mal locally) was instrumental in arranging this and maintains a more than passing interest in Off Road particularly, and motor sport in general. As one can imagine the Portland Club take extensive precautions conservation wise, so as not to abuse their unique position.

Portland itself is a town of 8000 people and the oldest permanent settlement in Victoria. Evidence of convict construction are everywhere and views across the port are rather magnificent. The local cray fishing fleet is Australia's largest and the taste of the huge number of crays I consumed (at the unbelievable price of \$3 each) lingers yet though having to wash them down with VB was a bit of a come down.

The Sunday morning dawned cool, and clean, not so many of the "heads" I'd seen in Mac's Hotel at 2 a.m. earlier that day. The line up at the start of a hundred vehicles with their 4 metre aerials and flags was quite a new sensation and extremely colourful. There were all types of vehicles seen in Desert Rallies with the exception of the cars and Utes, and again the ever upward trend in standards and preparation of vehicles was noted. At least six completely new vehicles were present including those of South Australians Stewart Tucker (now open class) and Bob Strawbridge.

About 9.30 a.m. the event got underway - competitors being flagged off in pairs at thirty second intervals, Baja Bugs first, followed by 4WD and buggies in classes, in ascending order of engine capacity.

The course embraced most facets of sand dunes from flat chat smooth sections to hair raising dune descents and some spectacular corners. Many competitors took the first few laps slowly until they had the track pegged and at this stage it was quite a smooth and enjoyable ride. As the day progressed and corners etc became more chopped out the ride got extremely rough. I think the changing nature of the sand from lap to lap due to the traffic is the single greatest hazard the driver has to overcome.

Starting in pairs makes for many individual races. My pilot Glen Ingram in his immaculate Sandmaster rotary started with the old stager Reg Owen, VW Powered, from Warrnambool. In three laps we changed positions at least eight times as the rotary powered down the flats. It was most informative but after three laps Glen discovered what the lump under his right foot was for (or more likely the hangover cleared) and we were away. At the halfway we were two and a half minutes clear of everyone and continued to gain during the next six laps. In the 19th lap disaster struck in the form of a crack in the shock absorber mount and it wasn't long before the three de Carbons were shock absorbing in mid air. One notable moment occurred as the rotary powered engines in the Sandmaster of Ingram and Don Lewis' blue Baja (third at Goondiwindi) both pulled peak revs

in first on long uphill stretches. An unbelievable sound - Rotarys in stereo.

Attrition in general was much greater than I expected considering the sand - front ends being the most broken component with clutches being the next so. Arthur Haywood driving the borrowed back V8 monster he used to own had a rather severe engine failure. In all less than twenty cars were still running at the end of the day and of these about five completed the full distance. The enduro nature of the event probably had something to do with this. There was a strict 10 minutes each half for refueling and 30 minutes only for the half way break.

John Bloem in a strongly built VW 1600 CC buggy was the winner having maintained a steady pace all day whilst watching all his rivals gradually retire. Ken Bellan - twice a previous winner - was second and John Vercoulen (1200cc ?) was third, It is interesting to note that a V8 powered 4 WD was in the first ten outright placings.

The results were available about half hour after the finish and a presentation was made at a party in the towns sporting complex. The whole town especially the business houses really get behind the Enduro and trophies are given to almost everybody who completes even a few laps, these all being in addition to the Official prizes put up by the club.

My parting comment is only: Why should we have to travel over two thousand kilometers to compete in a sand event when the Sunshine State is really the home of the Dune Buggy ? Is it yet another victory for the conservationist do-gooders ? Moves must continue for a recreational vehicle park in dunal areas before we are all strangled by the narrow minded armchair ec. -freaks !!!

Gregory Chalk

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The Editor prints without further comment the following snippet from the TV Times:

8.30 MOVIE . . .

Sweet November (1968) - R.

Sara Deever is a kooky young woman who makes her living by sub - letting apartments as well as making men relax and be themselves. To do this she takes a man and his problems in with her each month. The new man for November is Charlie Blake who is captivated by her warmth and charm and soon falls in love with her.

---

FOR SALE

DATSUN 1600 RALLY CAR

Fully Rally Prepared

..1971 Model

..12 Months Regd.

Hugh Walker

229 6455 Work

355 9248 Home

..6 Mag Wheels

Price \$1600 o.n.o. including collection of Spares  
Used only by two little old men on Saturday nights

NOW THE FULL STORY CAN BE TOLD !!!

WE NAME THE GUILTY MEN !!!

by BIG ED (The man they couldnt gag)

The provisonal results of the GCTMC Motorkhana, published in the last magazine were incorrect. The differences between the results sheet and fact are as follows...

Name	Class	Total		Position		O/A CLASS	O/A CLASS
		Old	Real	OLD	NEW		
L.Sutherland	F	241.0	242.0	3	3	3	3
K.McCloy	F	243.4	245.4	4	4	4	4
A.Burgess	F	264.0	254.0	15	9	8	6
M.Spiden	A	265.8	255.8	17	6	10	3
A.Wheeley	F	250.3	260.3	6	6	12	3
J.McLean	A	253.5	261.5	8	3	13	1
R.McCloy	F	252.2	262.2	8	7	15	3
K.McConnell	A	252.9	262.9	10	3	16	3
G.Sutherland	F	279.3	269.3	21	11	18	0
A.McConnell	F	283.9	282.9	22	12	22	12
C.Evans	F	318.0	317.0	35	14	35	14

These results were obtained by my program TESTIM running on a Digital PDP-11 computer using BASIC-PLUS. Stay with BIG ED, the man who gives you the facts.

#### 1978 OFF ROAD CALENDAR

Feb 26th - BSCC Off Road Rally - Camira...then 4 weeks to the  
Mar 26th - BP Desert Rally ...then 8 weeks to the  
May 21st - BSCC Off Road Rally ...then 3 weeks to the  
Jun. 12th - Mallee Rally ...then 6 weeks to the  
Jul. 23rd - BSCC Off Road Rally (prov date).then 7 weeks to the  
Sept 8/10th - Birdsiville 1200 Rally ...then 6 weeks to the  
Oct 22nd - BSCC BP Off Road 400 ...then 4 weeks to the  
Nov 19th - BSCC Off Road Rally

There is an Off Road Sub Committee meeting on the second Tuesday night of every month, at the clubrooms starting at 8.00pm.

This is a little note to Ron Fabb (The darling of the Cafe' set) and those other club members who wish to apply for a General Competition licence. To prove that your danger on the track will be at a minimum, CAMS now require that you present yourself for a lecture and practice day before issuing you with a licence. The dates for such fixtures during 1978 will be as follows....

March 25/26th, June 17/18th, August 19/20th

That whimsical beanfeast, the Annual CAMS Dinner will be held on Saturday the 25th February - Doubtless our Honourable Club Secretary has all the facts and if your quick off the mark you will be able to go...

Attention all Club Members

Race Export Services, England offers competition equipment parts for standard cars, racing cars and rally cars as well as accessories manufactured in England and Europe and "one offs" particularly for competition vehicles.

Queensland representative, Mr John Crossly, is prepared to give discounts to club members on any part available. Any competition parts for BMC or Ford cars, or any parts which are not readily available in Australia, can be supplied by Race Export Services at reduced prices due to the fact that all parts are purchased when ordered and shipped or air freighted almost immediately. There are no overheads due to parts being kept "in stock" and thus the 'middle man' is being eliminated, and the saving in cost is passed on to you.

If sufficient orders are placed for items such as Bilstein struts, Spax or Bilstein Shocks and other items of this nature, further discounts can be received by Race Export Services dealing directly with the manufacturer, and again passing the saving on to you.

Any further information on any items required please ring

JOHN CROSSLEY            B/H 487863

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February 8th Novice Night Run

Lee Drummond was responsible for sending 22 members off into the night with the instructions written reversed - Tony Kabel at least was seen to return declaring "Whats this mean?". The event was won by most people and it was declared a good night out. (Remember that all you need to participate in a night run is a car, navigator, torch and pencil).

Results

1.	Wayne Black	-	Tom Black	0
	Simon Kabel	-	Donna Francis	0
	Richard McColm	-	Paul Burgin	0
	John Coleman	-	Shane Marsh	0
	John Blake	-	Wayne Bentley	0
	Charlie Blake	-	Len Barron	0
	Noel Lawson	-	Alan Frazer	0
8.	Peter McManu	-	Warren Tegg	10
9.	Bill Smith	-	Steve Bynon	30
10.	Tony Kabel	-	Cam Moody	40
	Alan Wright	-	Jenny Wright	?

---

Club Motorkhana - February 19th

Clubmembers enjoyed another sunny and hot event, this one being held in the paddock adjacent to CIG's plant near the Ipswich Rd at Rocklea. The event was notable for the return after 4 years of John Hall, TIMS and I were all set to go when perfidious duty called...

Times of Interest to BSCC members...(are overleaf)

1 = Driver, 2 = Car, 3 = class, 4 = Time

Test 2

1	2	3	4	1	2	3	4
L Sutherland	Special	F	36.5	L Drummond	Mazda	C	25.4
L Drummond	Mazda	C	37.1	L Sutherland	Special	F	26.2
S Snell	Special	F	37.5	P Snell	Special	F	26.6
P Snell	Special	F	37.8	S Snell	Special	F	27.0
W Black	Mazda	C	39.9	W Black	Mazda	C	28.8
P Marshall	Galant	B	40.0	G Hodder	Toyota	B	29.0
G Hodder	Toyota	B	40.7	I Fink	VW	C	29.9
N Lawson	Toyota	B	41.5	P Marshall	Galant	B	29.9
J Hall	Escort	B	41.7	J Hall	Escort	B	30.2
I Fink	VW	C	43.2	N Lawson	Toyota	B	31.8
D Payne	Mazda	C	45.0	D Payne	Mazda	C	35.0
A Frazer	Gemini	B	63.4	A Frazer	Gemini	B	40.1

Positions after 2 rounds

1. L Drummond	Mazda	C	62.5	7. P Marshall	Galant	B	69.9
2. L Sutherland	Special	F	62.7	8. J Hall	Escort	B	71.9
3. P Snell	Special	F	64.4	9. I Fink	VW	C	73.1
4. S Snell	Special	F	64.5	10. N Lawson	Toyota	B	73.3
5. W Black	Mazda	C	68.7	11. D Payne	Mazda	C	80.0
6. G Hodder	Toyota	B	69.7	12. A Frazer	Gemini	B	103.5

Test 3

L Sutherland	Special	F	24.1
L Drummond	Mazda	C	25.9
P Snell	Special	F	26.4
S Snell	Special	F	27.2
W Black	Mazda	C	27.3
P Marshall	Galant	B	28.0
I Fink	VW	C	28.9
J Hall	Escort	B	31.0
D Payne	Mazda	C	31.1
G Hodder	Toyota	B	32.2
N Lawson	Toyota	B	38.6
A Frazer	Gemini	B	38.6

Test 4

P Snell	Special	F	26.3
L Sutherland	Special	F	27.0
L Drummond	Mazda	C	27.0
I Fink	VW	C	28.6
S Snell	Special	F	29.0
W Black	Mazda	C	30.2
J Hall	Escort	B	31.7
N Lawson	Toyota	B	31.9
P Marshall	Galant	B	31.9
D Payne	Mazda	C	32.2
G Hodder	Toyota	B	35.0
A Frazer	Gemini	B	77.4

Positions after 4 rounds

1. L Sutherland	Special	F	113.8	7. I Fink	VW	C	130.6
2. L Drummond	Mazda	C	115.4	8. J Hall	Escort	B	134.6
3. P Snell	Special	F	117.1	9. G Hodder	Toyota	B	136.9
4. S Snell	Special	F	120.7	10. D Payne	Mazda	C	143.3
5. W Black	Mazda	C	126.2	11. N Lawson	Toyota	B	143.8
6. P Marshall	Galant	B	129.8	12. A Frazer	Gemini	B	219.5

Test 5

L Sutherland	Special	F	28.9
P Snell	Special	F	29.7
L Drummond	Mazda	C	30.0
S Snell	Special	F	31.3
I Fink	VW	C	31.9
P Marshall	Galant	B	32.2
W Black	Mazda	C	32.7
N Lawson	Toyota	B	33.7
D Payne	Mazda	C	34.2
J Hall	Escort	B	34.7
G Hodder	Toyota	B	35.6
A Frazer	Gemini	B	41.6

Test 6

L Drummond	Mazda	C	32.2
L Sutherland	Special	F	32.7
I Fink	VW	C	33.4
N Lawson	Toyota	B	34.3
S Snell	Special	F	34.6
G Hodder	Toyota	B	34.9
D Payne	Mazda	C	35.1
P Marshall	Galant	B	35.4
P Snell	Special	F	35.6
J Hall	Escort	B	35.9
W Black	Mazda	C	37.0
A Frazer	Gemini	B	42.4

## Results

1.	L Sutherland	Special	175.4	1st class F
2.	L Drummond	Mazda	177.6	1st class C
3.	P Snell	Special	182.4	2nd class F
4.	S Snell	Special	186.6	3rd class F
5.	W Black	Mazda	195.9	=2nd class C
5.	I Fink	VW	195.9	=2nd class C
7.	P Marshall	Galant	197.4	1st class B
8.	J Hall	Escort	205.2	2nd class B
9.	G Hodder	Toyota	207.4	3rd class B
10.	N Lawson	Toyota	211.8	4th class E
11.	D Payne	Mazda	212.6	4th class C
12.	A Frazer	Gemini	303.5	5th class B

A very good day even for the remarkable Mr Drummond, the Younger Mr Snell is starting to breath down dads neck and Ian Fink pulled up from 9th to 5th by the close of the day - wish I'd been there I could have won class A easy....

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## "Off Road Supplement"

Big Ed has published the Off Road calendar elsewhere in this issue and the Off Road Sub Committee Meets at the clubrooms on the 2nd Tuesday of every month at 8.00 pm.

This year we are hoping for more Off Road involvement in club events, both from a competition and an organising viewpoint.

Our first event, due to be held in the Oxenford area on the 26th February, promises to be a very good start to the year. With a starting list of approx. 20 vehicles, and a course to suit, there should be some spectacular action. (Well worth the trip)

Hopefully, this trend will continue throughout the year.

Ian Bond - Sub Committee Chairman

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Hi there fellow non-club meeting goers!

I believe that there is another off-road event coming up on 26/2/78.

If I promise not to throw up again (as per Goondiwindi) Cedric has promised to take me as navigator.

Very hard thing to do - make these vague promises - at least we have grown out of the forfeit thing (I hope).

Anyeay I hope I shall see you all there en force, with kids, dogs, husbands and wives, and eskys, if you can't face bringing your shiny cars.

Hope somebody brings the family four-wheel-drive along as we need the competition, and everybody knows, four-wheel-drives are the 'in' thing, especially with a few rally stickers, scratches etc. on them.

I am typing this in working hours, and you know what bosses are like !!!!! Will try to find time for a long article after the rally.

Pat McCreery (Navigator for Cedric Loy - in the green Diahatsu).

Big Ed - Off Road Note,

Ian Bond will be distributing definitive maps of the Oxenford venue at the 22nd February (to night dear) club meeting - OR as Ian hasn't got a home phone number I suggest that Greg Chalk at 224 5688 (B/H) could assist.

It will be a good days entertainment, the white faced navigator will be me with Bob Beard.....

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Forthcoming events (other)...

The venue and date for the clubs 25th Anniversary dinner has still to be decided, (Can I choose the band please ?) mainly owing to the fact that the Social Sub-Committee has to test the food and drink at every likely dining spot - thats why their incoherent - but happy. Keep watching htis space for full details...

The Biggenden Bush Bash is on on the weekend of March 18th - 19th. although I haven't seen any regs for the event yet. It is the first round of the Queensland Rally Championship for 1978 and it makes for a damn good weekend, both for competitors and spectators. Last year the event started at 1.00pm Saturday afternoon and I expect this year will be the same. I'll be out with Roger "On-the-roof" Kimeklis so wear something you can push in.....

Sunday 12th March see's Ipswich and West Moreton organizing the first round of the Queensland Motorkhana Championship - although once again I havent seen any regulations - doubtless our Honourable Secretary will have copies by the time you read this so if you want to enter act quickly...

The Clubs Annual Navigators School opens on Monday 13th March at 8.00 pm and the whole course is on the following dates,  
13th March, 20th March, 3rd April

Believe me when I say that any old fool can drive but you need brains to navigate (and its far cheaper) so if romers, maps, and winching leave you cold at the moment, but you want to get into rallying come along - theres always a competitive seat for even a decent navigator, I hope to be there (Not knowing it all like some).

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Purely as an aside....

My computer, using my own method of scoring, has produced the following point scores for the current 3 litre Formula One (1966 - 1977)...

1.	J Stewart	1428	11.	J Brabham	572
2.	N Lauda	1122	12.	G Hill	565
3.	D Hulme	1109	13.	C Amon	494
4.	E Fittipaldi	1086	14.	J Rindt	479
5.	G Regazzoni	925	15.	M Andretti	477
6.	J Ickx	889	16.	J P Beltoise	431
7.	J Hunt	753	17.	P Depailler	422
	R Peterson	753	18.	J Surtees	396
9.	J Scheckter	719	19.	F Cevert	391
10.	C Reutemann	613	20.	J Clark	330

Mini Air Test - De Havilland 82 - Tiger Moth

A trip to the Saturday practice day for the Rothmans round at Surfers, bought added excitement that re-vitalised even my jaded palate.

When I arrived I saw a fine old silver doped Tiger Moth doing circuits and bumps. Twenty years ago when I could recognize anything in the air en route to either Heathrow, or one of the myriad military or civil airfields around London, a Tiger Moth was very small fish indeed, barely worthy of its inclusion in my aeroplane spotters book - along with DC3's, Constellations and all the other delightful old aeroplanes we don't see anymore. But that was 20 short years ago, and now the sight of a wing wobbling Moth, droning round at about the same speed as the Civic, is decidedly one of lifes more charming sights. So when I saw the sign advertising Tiger Moth flights I was over as quick as my little legs could take me. What I actually heard fair took my breath away, the charges were \$10 for a ten minute circuit and \$25 for a 25 minute AEROBATIC flight, by jiminy ! I snatched the phone from the flight office, dialed up Aunt Bessie and got TIMSzapping down with the \$25 pronto.

We ascended into the air with the Gypsy Major engine pulling lustily at about 60 mph, the air plucking at my 'Biggles' helmet and goggles, and the two sets of wings wagging through the air currents.

The front cockpit of the Moth contains full flying controls as befits the Second World Wars main training aircraft - chosen for this task because it is NOT an easy aircraft to fly properly, despite what the intrepid pilot may say about its forgiving qualities.

We climbed to 3500 feet over a wooded tract to the north of Surfers centre, then after a slow 360° turn to look for other aerialists we did the aerobatics.

We did a roll, spin, loop and stall turn - all performed under positive G so we were thrust into our seats and not left dangling on our seat belts.

Naturally the spin and loop w. e the best, the spin in particular tightens up dramati ally after 2 turns, and requires about 1½ turns to pull out when corrective measures are applied. It really is quite "Hollywood" to see the earth revolving to meet you, and the trees growing bigger by the moment as the wind slaps you on the SIDEof the face and shrieks through the struts and wires.

I was allowed the fly the aircraft back, although my seat was a bit low and I didnt have an horizon to relate to, so we waffled along with me trying to keep the nose down just a little. My turn into finals would have made my old gliding instructor weep with laughter, it was a shambles of co-ordination, then the intrepid birdman took over, neatly sideslipped off 500 feet and we rumbled in with the wheels swishing through the grass.

Have a go yourself - I understand the Moth will be based at Surfers for a few months (all the time not only during race days)

Phone 30 2400 - or go along

P.S. You get a wizard certificate and photo of you in the cockpit for \$2



## Das Lookenpeep und zer Grossen Bonchenhausen

There I was sitting in bed in hospital wondering what the devil I was going to find funny to write about, when in walks lovely Nurse Evans with THE GARMENTS.

My overnight visit to the Choppam Hospital was occasioned by the need to get a few bits I dont use any more cut off (TIMS said that my unsprung weight would decrease dramatically), to wit in this case four wisdom teeth - My main concern was that my teeth were the main supports for the inside of my head, and that their removal would cause my head to sink in till I looked like a Tupperware salad bowl with 2 eyes on the rim and a nose inside. As I strolled nonchantaly into the foyer the previous days failures were carried past in a modern aluminium plague cart - one of the occupants, obviously a trenny pacesetter croaked "This is a whole new life style" before he was carried to the biscuit factory near the bridge. Still smiling bravely while the wide yellow streak down my back throbbed I was shown to bed 13 on the fourth floor.

I slipped on my "Kamahl" nightgown and decided on forty winks. When I awoke there was the aforementioned Lovely Nurse Evans with the clobber. I did as I was bid and had a shower (wondering if this was a requirement solely for English inmates) then began the danse macarbe.

Garment No.1 was a thing like two hankies joined at the corners and it had tapes at four strategic corners. Bringing the narrow bit up in the middle I clenched it between my thighs and squeezed. So far so good although I kept falling against the wall, I tied the tapes together, unwound my legs and WHAMMO the thing fell to my feet, obviously I'd been given a Jumbo family size. Now a serious problem of hospital etiquette arose, the last thing I wanted was to have Dr Spook poised, machete at the ready, when he spots my incorrectly tied jockstrap and falls about laughing, dealing me several unauthorised (and expensive) gashes in the meantime. So I tried different combinations till lovely Nurse Evans pops her head in; and tells me to tie the material in a knot - problem number 1 solved.

Garment No.2 was your genuine Dr Kildare smock with 3 tapes down the back, and several gashes where young intern doctors had impulsively began carving away before the theatre sister could get it off the eerpse patient. I tried putting it on backwards then I tried putting it on forwards then I had this brainwave. Obviously every geriatric patient they receive is adept at tying decent knots behind their back, but being of a younger and softer generation I hadn't a hope in hell of doing so. So I put it on frontwards, tied the tapes and endeavoured to turn myself round in the thing without it moving. I got my arms out and I was halfway round when I became disorientated and entangled and at length my screams of frustration bought lovely nurse Evans to my assistance "What ARE you doing " she boomed.

At length I returned to bed where I witnessed sorrowfully garments 3 and 4. Garment 3 was bad enough, a pair of surgical boots in the most hideouse colour - and the chances of me walking anywhere were nil, and horror upon horrors a BLUE hairnet, mein gott, I made a request that should the building catch fire whilst I was thus attired, then please quietly cut my throat, because if Lee Drummond sees me dressed like this on the news, then I'd be forced to do it myself anyway.

After the operation I felt far from happy, however every cloud has a silver lining, and there was one bright spot in the longest night of my life.

The matter I am about to broach is, ahem, a trifle indelicate, so I suggest that my mother, anybody under the age of 16 and those of a nervous disposition should depart this happy scene.

To continue, during the night I was sick several times and each time Nurse Cummins would come and comfort me (Aside: Nurses are worth their weight in gold, thank heavens that Australia pays them a decent wage, in the U.K. they paid a pittance). Now Nurse Cummins had a truly BIG round bosom - which thrust against the thick fabric of her uniform. Whilst vomiting I would be lying down leaning on my right arm, with Nurse Cummins bosom about 2 inches from my face. Quite why I don't know, but everytime we got into this situation her nipple used to harden. Not slowly mind you but all of a sudden. The first two times it happened, I saw this bulge rushing towards me and I instinctively ducked. By the end of the night I was eating the curtains and bedding, anything to be sick so I could watch another performance - quite amazing, and it wasn't even chilly.

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### Teleview

Now this was more like it. I refer to Max Stahl's ABC broadcast of the first round of the Rothmans series and the Hang Ten round at Sandown. Crisp camera work, intelligent commentary (with only a little talking down to the vast audience) and good races. Most impressed by Peter Brock again, cool as a cucumber and worth the rest of the excited gentleman put together.

Purely as an aside the previous days Japanese "Horror" movie was the best I've seen in ages. It had everything, two singing fairy twins, 3 'good' monsters - A big hairy thing we called Harry because he looked like my dog around the eyes, a giant bird we called Supersonic Sid and a big slug called The Bionic Worm. They were fighting this three headed thing that shot radioactive bolts from its nostrils. Even the dubbing was in Jinglish so we had such memorable sentences as "Lotton ruck" and "Lun for your rives" - wizard it was, made even funnier by a glass or two of Moselle.

The telecast of the second Rothmans round, broadcast in Brisbane at 10.50pm Thursday night (The Sunday afternoon telecast was of a bunch of prunes wearing one glove each walloping a ball with a stick). The race was from the Adelaide Speedway (or somesuch) and what a dreadful little hole that is, pure Scaleextric. The commentary (Not by Mr Stahl) was pretty awful but once the cameraman had broken his attack of follow-the-leader that was quite good. Not exactly the Nurburgring is it though?

Just WHAT, has happened to the fine television coverage we've enjoyed for the past few years? The Rothmans Round from Surfers was quite lamentable. The camera on the footbridge at the end of the straight wobbled ridiculously, how many times did we find trees or empty track on our screens, and we certainly saw the winner at work - in fact all we saw was the winner at work. I really would have thought that Schuppan overtaking McCormack would have been worth a look, but obviously the Producer (if he was awake) thought otherwise. I thought it strange that McCormack never tucked in behind for a tow down the straight, but now the morning paper tells me his engine was cooking - surely the commentators could have made the same supposition.

COMING EVENTS

Wed 22 Feb Expert night run by Charlie Blake & Larry Stinson  
Sat 25 Feb CAMS Annual Dinner - further details from Dave Morris  
Sun 26 Feb Closed off-road event at Oxenford  
Wed 1 Mar Cards night at the clubrooms  
Sat 4 Mar Stanthorpe Apple & Grape Harvest Festival Rally (Open)  
Tue 7 Mar Committee meeting, 7.00 pm  
Wed 8 Mar Novice night run by Warren Henry  
Sun 12 Mar IWMAC Queensland Motorkhana Championship Round 1  
Mon 13 Mar Navigation School at the clubrooms starting at 8.00 pm  
Tue 14 Mar Off-road Sub-Committee meeting  
Wed 15 Mar Open night at the clubrooms  
Sat 18 Mar EERC Biggenden Bush Rally (ORC 1)  
Mon 20 Mar Navigation School at the clubrooms starting at 8.00 pm  
Wed 22 Mar Expert night run by Dave Morris  
Sat 25 Mar WACC Rally of the West (ARC 1)  
Sun 26 Mar LCCA BP Desert Rally  
Wed 29 Mar General Meeting at the clubrooms starting at 8.00 pm  
Sat 1 Apr Day run and camping trip  
Sun 2 Apr Lakeside races  
Mon 3 Apr Navigation School at the clubrooms starting at 8.00 pm  
Tue 4 Apr Committee meeting, 7.00 pm  
Wed 5 Apr Bingo night at the clubrooms  
Sat 8 Apr RCCQ Rally (Open restricted)  
Tue 11 Apr Off-road Sub-committee meeting  
Wed 12 Apr Novice night run by Noelle Heales  
Sat 15 Apr Anniversary Day Run  
Sun 16 Apr Closed motorkhana organised by Lee Drummond  
Wed 19 Apr Open night at the clubrooms

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P.S. to Magazine .... The Northern Districts 'Split - Minute' Rally was won by Adrian Taylor in the stratified engine Civic - a good run Adrian. Full results are not to hand yet so a full report will follow next month....