

Brisbane Sporting Car Club

» MAGAZINE «

CLAMS AFFILIATED

PRICE 20c



Few people would deny that Jim Clark is the best driver of the current era, and probably the greatest driver of all time. Even his closest rivals have been known to admit it, a most unusual occurrence in such a highly competitive sport.

It is difficult to define why Clark is so good, but behind that diffident exterior there is tremendous determination—matched by an uncanny sense of balance and an instinctive mechanical sympathy. His greatest achievement of 1967 was probably the completion of the last 2½ laps at Watkins Glen, in a car which most drivers would have abandoned at the roadside, and even though he did not win the World Championship he won twice as many Grand Prix as anyone else.

PHOTO: DAVID HARRIS

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 at 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

We'll dispense with the usual preamble this month and get straight down to the nitty-gritty....

MAJOR FORTHCOMING EVENTS

We need more members to assist with the running of the LUTWYCHE SHOPPING VILLAGE RALLY on the 29th and 30th of April. Helping out doesn't mean you miss all the fun because on the Friday evening there are trials in the Beerburrum Forest. Also the Monday after the rally, the 1st May, is a public holiday so you have a day to recover before returning to the daily grind. If you're not already helping, competing, servicing then please phone The Incredible Mrs Smith on 208 1721.

How does the event look then? To date we have 50 entries and everybody whose anybody has entered, George Fury, Colin Bond, Greg Carr, Ross Dunkerton, Doug Rainsford, Roger Kimeklis, Adrian Taylor, Hank Kable, Ed Mulligan, Jim Reddix, the Marlboro Holden D.T., Geoff Portman, Bignell and Slater from West Australia, Mecak from Sydney and many others - this amount of talent deserves a first class event and we won't have that unless YOU help.

The event starts from Lutwyche Shopping Village, Bruce Highway, at 11.45 am on Saturday 29th April and finishes at 11.00 am on Sunday 30th April. Refueling breaks will be in Nambour at approx 1.45 pm, 10.45 pm and 4.00 am. Spectator instructions (for those people too weak to assist) will be available at the start.

To get ~~the~~ to the Friday night trials which commence at about 6pm, Turn Left at Beerburrum towards Caboolture (old highway), Cross Railwayline, head South towards Caboolture for 1km, Turn Right at Sign Post "Woodford 13" - about 3½ k's follow arrow left down Old Gympie Road to spectating area.

Sat 20th May - Sun 21st May Tara Rally Spectacular

How about this for a weekend away from home! A run down of what's on will suffice to drag you all away from "Eight is Enough"

Sat 1pm - Day Run with excellent prizes organised by a former rally organiser now with TARA LIONS, 3 pm - Prologue to establish starting positions in Sunday's Off Road Rally, Day Run competitors will be able to watch, 6pm - Monster Barbecue at Tara Golf Club, Tara's big welcome to its visitors. Saturday night (and Sunday night if you want to) accommodation - either ring Tara Hotel/Motel, Caravan Park, Allan Lawson or Tony Hazeldine can arrange for you to billet with people or you can camp on the property. Sun 7.30am Off Road Rally "Best course held by BSCC" 6 laps of a 20 kms course similar to Goondiwindi, 9.00am - Motorkhana organised by DARLING DOWNS SPORTING CAR CLUB, 9am - Autocross (Subject to sufficient interest), 3pm presentation of trophies.

A man would have to be loony to stay at home on a weekend like that. Entries open soon, the property is approx 20 miles North of Tara, but you'll have no difficulty finding it. Further details from Allan Lawson, if you're without a car and would like to go give TIMS a ring on 208 1721...

This Month's Cover. Jim Clark died 4th April 1968 - R.I.P.

At the beginning of March, I could see through the mists of time a requirement for a larger family car during the weekend of April 1st - 2nd. Aunt Bessy would want taking out to lunch (The thought of that dear lady clambering around the Civic's roll edge didn't bear thinking about), and Saturday evening TIMS and I would be joined by her sister and the niece and nephew, for what was obviously going to be a ghastly outing to watch the Russian Circus on Ice. So not being half as silly as is rumoured I quickly phoned those beneficial motor dealers, Annand and Thompson of Breakfast Creek, who agreed to lend me a Golf 5 door for the weekend. My choice of car was occasioned by a belief, that just because one has 5 people to transport about, one does not necessarily have to return to the dark ages with respect to steering, brakes and general roadability.

I hadn't sat in a Golf since the last time I navigated for Daryll in the Golf. As is quite well known I had 4 very sickening rides with D, and as I got into the test car I wondered if I was allergic to the trim glue or something, but all seemed to be well.

If there's one thing German cars are noted for it's their practicability, a lack of frills for frills sake. Although a certain class of Nouveau Riche German fancies a yank tank, your average German will usually plump for a AUDI, BMW or Mercedes, and you need a very sharp eye to detect the different models of these makes without reading the badges. And so it is with the Golf, a highset box on wheels powered by a SOHC 1600cc transverse mounted engine. It's quite intriguing to witness different designers' ideas of where a FWD gearbox should go. In the Mini it's underneath, the Civic has it on the left, the Subaru had it behind, Renault have it in front and the Golf has it on the right.

One doesn't step into the Golf, one steps up to it. Any horse rider will feel instantly at home in the Golf, sitting high in the saddle with almost unlimited visibility. I stepped straight from the Golf into a 1947 Jaguar on Saturday, and it was just like a return to driving an Armoured Personnel Carrier - with the hatches closed. Having had the use of a Paddy Hopkirk recliner over the last few months, I found the vinyl seats in the Golf a disappointment. When I arrived at work I actually had a damp, sweaty, cold and clammy back - most uncomfortable. The brakes are light but they had a peculiar feel, you'd apply, say, one erg of power to stop gently at the lights, but after a moment the amount of retardation would increase without any further pressure on your part, this left me stopping nicely for the lights some metres before them. Also the gearchange was spongy, in grip and feel. FWD cars always have tricky gearchanges, the best being the Alfasud I think, but the Golf one really was a bit remote, it did the job of course but one didn't whoosh up and down the box for the hell of it. The only other minus points were a shortage of space to put anything inside, there was a shelf but it looked like a letterbox, and the rear suspension made the most frightful noise on corners - naturally the one YOU purchased wouldn't, but still.

Where the car does excel is that I can pack TIMS, TIMSIS and the kids in and still drive a car that does things as it should. En route to the circus on a driving wet miserable, and downright dangerous night. We approached the Storey Bridge only for a loon to drive hesitantly across our two lanes into a Motel. The scene was set for disaster, I braked in fierce jabs to wake up the zombie behind and we managed to stop and restart with no trouble, however I feel that one of your heavy, in line six with no brakes or visibility,

could well have been in big boover. The circus, by the way, was stuppendous. Im about as blase' as you can get about The Big Top, but despite the cold and the putrid smell of the water running through the arena, it was pure magic. My only disappointment was not seeing a performing Yak, they do have them in Mongolia, but whether they ice skate or not is a matter for conjecture.

Car by courtesy of Annand and Thompson - 52 0161

One again the far flung net of the B.S.C.C.'s sporting talents emerged triumphant. This time the match against the Brisbane Speedway Club was darts. It was held at the clubrooms on Thursday 30th March and we were represented by Kerry, John and Dale Payne, Tony Kable, Bruce Fullerton and Ivan Holmes. The seven strong B.S.C.C. team started off the match with a string of triple twenties and bulls, but gradually the pace began to tell as the B.S.C.C. team - who are used to thrashing away all night (!) gained the upper hand. Eventuall winner was Dale Payne, proving yet again that if you want to get ahead get a Payne.

Forthcoming Event

Autocross - May 14th

Come one, come all to the first Autocross of the year. Its to be held on 14th May at a Rocklea. Woops stop everything I dont have to make this up as I go along, Mr Drummond has given me a note...

MANX BUGGIES AUTOCROSS

Dont forget to set aside 14th May as the day for good competition and fun at the Manx Buggies Autocross to be held at Donaldson Rd Rocklea.

Vehicles will compete in "C.C." classes and awards will be given for first in each class, first lady, and most improved driver of the day (including practice runs).

The venue is a fairly smooth grassy paddock and the track set out will be ideal for spectating and some hairy driving will be seen and done by all.

Entry fee is \$6 and it is envisaged to have 2 laps of practice, and hopefully 4 laps of competition. Drivers will need crash helmet, long sleeves and legs, and a strap under the front of the tailshaft for the rear wheel drive car.

Catering and toilet facilities will also be at the venue. For further information see Lee Drummond at the clubrooms, or phone 398 7163
A/H - supp regs for the event are available NOW from the Secretary

- how to get to the venue... Turn right into Donaldson Rd about 1 km from intersection of Granard Rd and Ipswich Rd leading outbound on Ipswich Rd. Proceed to the end of Donaldson Rd and turn left through the gate in the fence and follow the arrows. Please shut the gate.

Major Forthcoming Event

Silver Anniversaries are very rare things, so when the Brisbane Sporting Car Club holds it 25th Anniversary dinner at the Coronation Motel on June 30th, it will really be a special night. So make a note of the date and lets have all 300 of us make the night a super success - more details next month..

Biggenden Bush Rally 18-19th March 1978

Paul Cadell wins Novice Award for Him and Me

Back to Biggenden for another of their outstandingly popular rallies, this event also being the first round of the Queensland Championship.

For once TIMS and I travelled up to Biggenden without running out of petrol en route. We left at 5.45 pm, had dinner at Maggie's in Esk (a fine trout - no not Maggie you fool, the dinner!) and we were tucked up in our room at the Grand by 10.30. Just in time for "my man" Roger Kimeklis to come clumping into the room like Gog (or was it Magog?). He was relegated to the spare bed. To my amazement a very peaceful night ensued, despite the presence in the same building of Fred Thompson and Co. and SPARC's Low and Maroney and Co.

In the morning the condemned men ate a hearty breakfast, then I stood on the balcony doing my impersonation of Mussolini as the town filled with rally cars, service crews and hangers on.

Rod Hannifey, Glen Somerville and Co. had bought the XU-1 up on the back of a doubtful old truck. The car was all fit and ready to go, so it was just a case of fitting the knobblies and adjusting the belts.

Biggenden must be the friendliest rally centre I know, and even Scrutineer Noel Gibson was seen to smile with something other than malice.

We set up the Halda to be 1% slow to allow for wheelspin in the sandy forests, then after one lunch between three it was time for the fortunate people who head the entry list to depart. They rushed round the airfield amidst a cloud of dust and then disappeared into the bush.

I was delighted to find my incorrigible old comrade Deryll Kelly navigating for Glen Law in the Corona in front of us. He quickly had his people doing all his work while he was jocular with TIMS.

Div 1	Sec 1	5.4 Kms	5 minutes				
=1	Jewels/Kortlang		Subaru 0 = 1	Cross/Perry			0
	Perrett/Weir		Datsun 0 =22	Ruddick/Kelly		Citreon	1
	Neumann/Best		Datsun 0	Singleton/Howlett		Fiat	1
	Worthington/Fullerton		Mazda 0	Thomson/McNeil		Torana	1
	McColm/Burgin		Datsun 0	Tindal/Fitzgerald		Datsun	1
	Smallman/Garth		Escort 0	Falldt/Dean		Escort	1
	Kirby/Robinson		Torana 0	Cadell/Lawson		Datsun	1
	Fenner/Jordan		Escort 0	Law/Kelly		Corona	1
	Kimeklis/Big Ed		Torana 0	White/Dougan		Mazda	1
	Baker/Mayhew		Torana 0 =35	Gynther/Paulsen		Fiat	2
	Reddiex/Lowe		Citreo 0 37	Kabel/Kabel		Mazda	3

How very nice to start an event on a competitive section with the bone dome on. We went off, through the ford with me winding furiously at the window winder, left through a gate and then I became a bit confused, the instructions say 2.89 GATE, 3.16 GATE but of gates there were no sign. It wasn't till 3.81 GATE (When my frown was deepening) that I saw that the "Gate" was three bits of barbed wire strung between the trees. 4.64 was "K.L. under bridge" and this bridge at a tricky junction was covered in spectators, an ideal vantage point, safe as houses plus all the action. Dennis Brown and Ross Moir were watching at the action at the end of section 1 owing to a sick motor.

Then followed a 37 minute transport to take us to a forest just off of the main Biggenden - Maryborough Road. Some confusion was apparent here but Daryll quickly had everybody organised even if we were sent off at one minute intervals - throughout the whole event control officials were very enthusiastic but sometimes short of actual experience.

Div 1 Sec 3	23.16 kms	16 mins					
=1 Reddiex/Lowe		Citroen	1	=16	Fenner/Jordan	Escort	3
=3 Gynther/Paulsen		Fiat	2		Kimeklis/Big Ed	Torana	3
Singleton/Howlett		Fiat	2		Baker/Mayhew	Torana	3
Neumann/Best		Datsun	2	=25	McColm/Burgin	Datsun	4
Smallman/Garth		Escort	2		Cadell/Lawson	Datsun	4
Kirby/Robinson		Torana	2	=29	Tindal/Tindal	Datsun	5
=16 Jewels/Kortlang		Subaru	3		Faltd/Dean	Escort	5
Perrett/Weir		Datsun	3		Low/Kelly	Corona	5
Ruddick/Kelly		Citroen	3		Cross/Perry		5
Kable/Kable		Mazda	3	=35	Thomson/McNeil	Torana	6
Worthington/Fullerton		Mazda	3				

This was a nice fast stage on which we quickly caught Messrs Law and Kelly (They moved over very tres bon) just before a herd of juicy fat bovins strung across the road, we dodged the udders but at 3.76 we had to T.H.L. for the spectators. Now normally Roger is a reasonable enough chap, but the sight of spectators sends foam flying from his mouth, and instead of T.H.L. we F.I.D.O.R. (Fell in ditch on right) and knocked over a substantial post - which luckily only carried away a \$6 spotlight guard. However being a spectator point our strange manouvre was witnessed by a large concourse of people, most of whom seemed to have movie cameras.

Div 1 Sec 4							
= 2 Singleton/Howlett		Fiat	1	=18	Baker/Mayhew	Torana	3
Worthington/Fullerton		Mazda	1	=22	Jewels/Kortlang	Subaru	4
Fenner/Jordan		Escort	1		McColm/Burgin	Datsun	4
Reddiex/Lowe		Citroen	1		Kirby/Robinson	Torana	4
= 8 Perrett/Weir		Datsun	2	=28	Ruddick/Kelly	Citroen	6
Gynther/Paulsen		Fiat	2		Tindal/Tindal	Datsun	6
Neumann/Best		Datsun	2		Faltd/Dean	Escort	6
Smallman/Garth		Escort	2		Cadell/Lawson	Datsun	6
Kimeklis/Big Ed		Torana	2	37	Thomson/McNeil	Torana	7
Cross/Perry			2	38	Low/Kelly	Corona	8
=18 Kable/Kable		Mazda	3				

Div 1 Sec 5 - was the really long 59 minute competitive and nearly everybody cleaned it, the exceptions being McColm/Burgin 4, Cadell/Lawson 5, Low/Kelly 6, Cross/Perry 10 and Gynther/Paulsen 33.

Long stages followed each other quickly in the large forests and it was very hot wearing a crash hat and overalls. We caught several people as RK was in good form, at the end of Section 4 our oil pressure was a bit sad but we carried no oil (! - but bags of Coke) so it was fingers crossed and hope for the best. The really long 59 minute stage featured some immense straights, on which (honestly) we were pulling 120 mph, all very thrilling. A lot of different factors went into our Novice class win by one minute, but surely the strangest of all was the fact that Paul Cadell had broken his starter motor. We came up to a Right at T to find Noel Lawson leaping about on the verge like a demented monkey. Paul had stalled the car as he ran off the road, and they couldn't push it out of the mire. So Roger and I bump started him, and when we reached the end of the section I gave my card in and found that I'd booked in 2 minutes early (for which there was a penalty of course). Now if we hadn't pushed Paul I could have booked in 4 - 5 minutes early and that would have been that. We arrived at the end of the section with

nothing showing on the dipstick, so we took some oil from Fred's service crew who were wondering where he'd gone too.

Positions at the end of Division 1						
1	Reddiex/Lowe	Citroen	2	22 Kable/Kable	Mazda	9
= 4	Singleton/Howlett	Fiat	4	=23 Ruddick/Kelly	Citroen	10
	Neumann/Best	Datsun	4	=25 Tindal/Tindal	Datsu	12
	Worthington/Fullert	Mazda	4	McColm/Burgin	Datsun	12
	Smallman/Garth	Escort	4	=28 Thomson/McNeil	Toran	14
	Fenner/Jordan	Escort	4	Faltd/Dean	Escor	14
=12	Perrett/Weir	Datsun	5	=33 Cross/Perry		18
=16	Kirby/Robinson	Torana	6	=35 Cadell/Lawson	Datsu	20
	Baker/Mayhew	Torana	6	Low/Kelly	Coron	20
=18	Jewels/Kortlang	Subaru	7	39 Gynther/Paulsen	Fiat	39
	Kimeklis/Big Ed	Torana	7			

At the Division break in Maryborough our valuable crew bolted the sump back on, but great drama when we found a substantial hole in the fuel tank which was leaking into the boot. Not wishing to be friend I refused to carry on unless it was repaired, after several lash ups we gained the assistance of another service crew, who somehow soldered up the hole without the whole thing going B-O-O-M. At the end of the obligatory 1 hour rest we were set off by a local radio producer onto what, one way or another, were to be the decisive sections.

Div 2 Sec 3	18.75 km	14 mins				
1	Neumann/Best	Datsun	2	=20 Smallman/Garth	Escort	7
= 2	Reddiex/Lowe	Citroen	3	Kimeklis/Big Ed	Torana	7
= 5	Jewels/Kortlang	Subaru	4	=24 Worthington/Fullert	Mazda	8
	Ruddick/Kelly	Citroen	4	McColm/Burgin	Datsun	8
	Baker/Mayhew	Torana	4	Low/Kelly	Corona	8
=10	Kable/Kable	Mazda	5	=28 Cadell/Lawson	Datsun	9
	Singleton/Howlett	Fiat	5	Cross/Perry		9
	Faltd/Deal	Escort	5	32 Fenner/Jordan	Escort	13
19	Perrett/Weir	Datsun	6	34 Tindal/Tindal	Datsun	19
=20	Thomson/McNeil	Torana	7			

Div 2 Sec 4	68.85 km	52 mins				
2	Worthington/Fullerto	Mazda	12	14 Low/Kelly	Corona	22
= 3	Kimeklis/Big Ed	Torana	13	17 Faltd/Dean	Escort	27
= 5	Neumann/Best	Datsun	15	=19 Singleton/Howlett	Fiat	32
=77	Ruddick/Kelly	Citroen	16	22 Thomson/McNeil	Torana	34
	Baker/Mayhew	Torana	16	23 Kable/Kable	Mazda	39
= 9	Perrett/Weir	Torana	17	24 Cross/Perry		40
12	Jewels/Kortlang	Subaru	19	26 Reddiex/Lowe	Citroen	49
13	Smallman/Garth	Escort	21	27 McColm/Burgin	Datsun	58

On Section 3 we had trouble finding the correct road but on Section 4 the roadbook contained the following glaring inaccuracies

17.45	2.09	Steep Ascent
18.39	3.03	Wire Gate
18.62	.23	Caution very steep descent
19.14	.52	End of steep descent
20.41	.77	R at T
22.56	2.05	Rough Bridge

as can be seen the righthand set of figures are frequently wrong, so doing a very rapid check of additions, and if necessary running from the Hadda's 'top-set' were the orders of the day. I was lucky enough to be able to do this section without any confusion, but twice we found people coming head-on and there were lights wavering about all round us.

We then had time for a cup of tea in Childers with TIMS and Rod Hannifeys delightful little lady while the boys did the necessary. For service crews (Especially Rod who was driving a dreadful old truck which boiled at even a glimpse of over 40 mph), it was a bit of a drag going from Biggenden - Maryborough - Childers - Bunderberg - Biggenden, but as a competitor I thought it was ace, I hate going round the same bit of forest all night.

However, on with the motley, there then followed the quickest stage of the night. We watched the Bonaventura/Rose Hoffman Ute start off ahead of us and we could see his rear lights for miles. Roger is very game on straights, so shortly we were howling along with the XU-1's six lungs punding away. At a 90 left (all long straights end in 90's, and usually over brows) we found a dazed crew in the road and the remains of their car barely visible in the bushes. I couldn't see any blood so I gave Roger the nudge to continue, they eventually got a lift from Hank Kable, whose old enough and experienced enough to be able to afford such kind gestures and still not drop time. Almost everybody cleaned this section.

At the end of the subsequent Transport section we were held whilst control officials with CB radio organized competitors to use the same bit of road in each direction. Now I thought that the people passing by (We were at the head of a T junction) were spectators, and very hairy they looked too. It wasn't till McLean and Clydesdale in the distinctive Beta had an almighty moment (The only time I've seen Kable and Kelly in agreement) that I realised the true state of affairs.

Div 2 Sec 9	18.46 Km	14 Mins					
= 1	Perrett/Weir	Datsun	0	=20	Kable/Kable	Mazda	2
	Neumann/Best	Datsun	0	=24	Singleton/Howlett	Fiat	3
	Worthington/Fullert	Mazda	0		Thomson/McNeil	Torana	3
	Reddiex/Lowe	Citreon	0		Faldt/Dean	Escort	3
=11	Jewels/Kortlang	Subaru	1		McColm/Burgin	Datsun	3
	Ruddick/Kelly	Citreon	1	=28	Fenner/Jordan	Escort	3
	Smallman/Garth	Escort	1		Low/Kelly	Corona	3
	Cadell/Lawson	Datsun	1		Cross/Perry		4
	Kimeklis/Big Ed	Torana	1	32	Baker/Maynew	Torana	11

Div 2 Sec 10 was cleaned by virtually everybody

The next two sections were in the sandy forests between Childers and Bunderberg. These forests had lots of "Dips" and "Yumps" with sharp sandy corners which slowed the sideways cars, and always seemed ready to turn the thing over.

Positions at the end of Division 2							
= 1	Neumann/Best	Datsun	17	21	Thomson/McNeil	Torana	45
= 8	Ruddick/Kelly	Citreon	22	22	Kable/Kable	Mazda	50
	Worthington/Fuller	Mazda	22	=24	Reddiex/Lowe	Citreon	52
	Kimeklis/Big Ed	Torana	22	26	Cross/Perry		57
11	Perrett/Weir	Datsun	23	27	Singleton/Howlett	Fiat	63
12	Jewels/Kortlang	Subaru	24	28	McColm/Burgin	Datsun	89
13	Smallman/Garth	Escort	29	33	Cadell/Lawson	Datsun	144
14	Baker/Maynew	Torana	31	34	Fenner/Jordan	Escort	152
=17	Faldt/Dean	Escort	35	35	Tindal/Tindal	Datsun	305
	Low/Kelly	Corona	35				

The Division break at Bundy was quite outstanding. We had nothing to do to the car so I elected to squash our time and leave after 50 minutes. The ladies who run the Girl Guides were in the Guides Hut with ample supplies of sarnies and tea/coffee. All was serene as we chomped away, then in came Deryll and in a scene of unrivalled chaos he managed to get two cups of tea for the price of one.

The timing on the third Division was far tighter and more competitive.

Div 3 Sec 2 18.56 Km 14 mins							
= 1	Kimeklis/Big Ed	Torana	2	=22	Perrett/Weir	Datsun	6
= 4	Jewels/Kortlang	Subaru	3	=25	Smallman/Garth	Escort	10
	Kable/Kable	Mazda	3		Cross/Perry		10
	Baker/Mayhew	Torana	3	27	Neumann/Best	Datsun	11
	Reddiex/Lowe	Citreon	3	28	Tindal/Tindal	Datsun	14
=14	Worthington/Fullert	Mazda	4	=29	Thomson/McNeil	Torana	16
	Faldt/Dean	Escort	4		Cadell/Lawson	Datsun	16
	McColm/Burgin	Datsun	4	32	Ruddick/Kelly	Citreon	27
=18	Low/Kelly	Corona	5				

Div 3 Sec 3 30.85 Km 24 Mins							
= 1	Worthington/Fullert	Mazda	6	=12	Baker/Mayhew	Torana	9
= 5	Perrett/Weir	Datsun	7	=18	Jewels/Kortlang	Subaru	10
	Neumann/Best	Datsun	7		Thomson/McNeil	Torana	10
= 8	Ruddick/Kelly	Citreon	8		Cadell/Lawson	Datsun	10
	Faldt/Dean	Escort	8	27	Kable/Kable	Mazda	13
	McColm/Burgin	Datsun	8	=28	Low/Kelly	Corona	14
	Reddiex/Lowe	Citreon	8		Cross/Perry		14
=12	Smallman/Garth	Escort	9				
	Kimeklis/Big Ed	Torana	9				

On these two sections we started off behind Meg O'Shanesy in the Civic. We hoped to catch the good lady in the woods but of all the nights stages these were the Civic'est, so the occasional glimpse was all we could manage.

Div 3 Sec 4 25.09 km 19 mins							
= 1	Perrett/Weir	Datsun	1	=15	Faldt/Dean	Escort	3
	Worthington/Fullert	Mazda	1		McColm/Burgin	Datsun	3
= 6	Jewels/Kortlang	Subaru	2	=22	Thomson/McNeil	Torana	4
	Ruddick/Kelly	Citreon	2		Smallman/Garth	Escort	4
	Kable/Kable	Mazda	2		Cadell/Lawson	Datsun	4
	Neumann/Best	Datsun	2	=25	Kimeklis/Big Ed	Torana	5
	Baker/Mayhew	Torana	2	29	Cross/Perry		6
	Reddiex/Lowe	Citreon	2	=30	Low/Kelly	Corona	7

Div 3 Sec 5 19.04 km 15 mins							
= 2	Jewels/Kortlang	Subaru	3	=17	Kable/Kable	Mazda	5
	Neumann/Best	Datsun	3		Cadell/Lawson	Datsun	5
	Worthington/Fullert	Mazda	3	=19	McColm/Burgin	Datsun	6
	Reddiex/Lowe	Citreon	3	=23	Ruddick/Kelly	Citreon	8
= 9	Perrett/Weir	Datsun	4		Thomson/McNeil	Torana	8
	Faldt/Dean	Escort	4	=26	Low/Kelly	Corona	9
	Kimeklis/Big Ed	Torana	4	=29	Cross/Perry		11
	Baker/Mayhew	Torana	4	31	Smallman/Garth	Escort	19

Div 3 Sec 6 24.64 19 mins							
= 1	Perrett/Weir	Datsun	1	=18	Smallman/Garth	Escort	3
	Kable/Kable	Mazda	1		Cadell/Lawson	Datsun	3
	Neumann/Best	Datsun	1		Kimeklis/Big Ed	Torana	3
	Worthington/Fullert	Mazda	1	=23	Ruddick/Kelly	Citreon	4
	Baker/Mayhew	Torana	1	=26	Thomson/McNeil	Torana	5
	Reddiex/Lowe	Citreon	1	=29	Low/Kelly	Corona	7
=12	Jewels/Kortlang	Subaru	2		Cross/Perry		7
	Faldt/Dean	Escort	2				
	McColm/Burgin	Datsun	2				

To complete a trio of strange accidents (1 = visiting the ditch with Mr Baird, 2 = falling down a cattle grid on the Stanthorpe and skinning my right leg) we had a very painful moment on section 4. Roger approached a T junction and thought he saw a spectator (they were really officials) so we slid off the crown of the road and into the loose stuff on the edge. I jumped out to stand on the rear plate and bounce to add traction, but to my surprise Roger engaged reverse and we went backwards

for about 30 metres till the rearmost portion of the car (me !)
hit a tree. I thought my spine was broken, and we had a fine scene
with the control officials trying to discover the extent of my
injuries, while I screamed, and Roger shouted (from the drivers
throne) "Are we out ? Does this mean we're out ?". Eventually I
was bundled into the car, although I couldn't sit on my bum, but
had to finish the event sidesaddle. Words were said in the car
and about 3 kms later we turned right and promptly stoved in my
side on a smallish tree.

At the next short service break TIMS was on hand to give my buttocks
a good massage (But not topless - I'm not undressing for anybody),
which made the last competitive at least bearable.

Div	Sec	Time	Car	Driver	Driver	Car
1	8	17.00	13 mins	Mazda	1 =18	Falldt/Dean Escort 3
= 2				Subaru	2	Cadell/Lawson Datsun 3
				Datsun	2	Kimeklis/Big Ed Torana 3
				Nazda	2 =24	Thomson/McNeil Torana 4
				Datsun	2 =27	Ruddick/Kelly Corona 5
				Datsun	2	Low/Kelly Citroen 5
				Escort	2	Cross/Perry 5
				Torana	2	
				Citroen	2	

Now comes my only complaint about the rally. Despite the fact that I
couldn't stand I still anticipated with the pleasure a tinny and a
steakburger at the finish, but once again the latter were a great
disappointment. The meat was like old boots - I find steak a great
stringy lump unless its had a good walloping with one of those knobbly
hammers - so please next time can we have a choice of snags ?

We hung around till it seemed our Novice class win was quite secure,
then our lord and master went off to bed leaving a red eyed Service
crew with the job of loading the car onto the truck. TIMS and I
decided to walk/stagger back to the Grand, just like Chaplin in
his old movies, and on that appropriate note I leave you.

RESULTS

1	McCubben/Guyatt	Holden	35 =17	Smallman/Garth	Escort	80
2	Batts/Smith	Torana	43	Bonaventura/Rose	Holden	80
3	Worthington/Fullerton	Mazda	46	19 Kable/Kable	Mazda	85
4	Perrett/Weir	Datsun	49	20 O'Shanesy/Lean	Civic	87
5	Neumann/Best	Datsun	50	21 Ruddick/Kelly	Citroen	89
6	Jewels/Kortlang	Subaru	53	22 Low/Kelly	Corona	104
7	Low/Maroney	Torana	55	23 Thomson/McNeil	Torana	108
8	Kimeklis/Big Ed	Torana	58	24 Cross/Perry		119
9	Baker/Mayhew	Torana	59	25 McColm/Burgin	Datsun	127
10	Power/Neilsen	Mazda	65	26 Stylianou/Cockburn	Hillman	147
11	Rollinson/Coveney		71	29 Cadell/Lawson	Datsun	210
12	Reddiex/Lowe	Citroen	73	28 Roots/Mallyon	Datsun	206
13	McLean/Clydesdale	Lancia	74	27 White/Dougan	Mazda	169
14	Ogilvie/Bailey	Datsun	76	30 Kingma/Stock	Cortin	218
=15	McCubben/Kelly	Torana	78	31 House/Hanlon	Coroll	431
	Falldt/Dean	Escort	78	32 Tindal/Tindal	Datsun	691

Kevin Harvey has a rally Datsun 1600 and seeks a Clubman or experienced
Novice Navigator for the 1978 season. Phone A/H 36 4157

Boyd Owens requires a mate - a flat mate that is. The space is available
for a member of either sex and has the following attractions

A SURVIVORS REPORT - HATTAH AT EASTER

Three BSCC members competed at Hattah - Bond, Wolfe and Loy - the names should conjure up all sorts of evil visions, so I won't get technical.

The event was very rough - I don't think the last BSCC event was anywhere near as rugged as this one, and the organisers could certainly learn something from our 'angels'. It appears to me that those in control are not interested in cars - only bikes - which of course doesn't turn me on at all - as the commentary didn't mention the 'four-wheel-competitors' at all during the day, much to the annoyance of all concerned. It would be nice to have some idea where you are in class, or what your times were. (Not that I think it would have mattered much to Cedric - he has only one speed - flat strap.)

Maybe before they attempt something like this again they would be well advised to visit us at Goondiwindi.

Now for the event - lots of soft sand - by the time we got to it there were some very deep wheel tracks on the corners, the salt pans were very slippery (at least at the speeds we were doing) with some great jump-ups at the ends - some of the buggies came quite unstuck. The second round on the same track was quite entertaining (if you weren't hanging on for grim death). There were vehicles in all states of disrepair - some stuck up to their tail lights in the salt pans - have you ever smelt a broken salt pan?? - buggies with their wheels off which wasn't amusing them at all - trees which had been frightened out of about half their branches (as well as one large tree which jumped out in the middle of the track - good thing the Daihatsu has a substantial bullbar) oil filters and air filters decorating the area - one poor unfortunate driver caught short - all the sort of things that you hope never happen to you.

The third lap, after the bikes had been around was pretty bad - the bikes don't leave two wheel tracks - they leave several thousand (a considerable number seemed a little far from the original track - but maybe they have different rules to us). Also a number of short sharp jumps - three or four in a row - not very nice for us navigators with nothing to hang on to. Dead and dying bikes everywhere, some very lucky photographers, one dear little fellow (no, not you Mick) standing right at the edge of a track on a 90 deg. left hander in soft sand - he must have had a lot of nerve or a plentiful supply of clean 'clothes'. This lap also took quite a toll of the 'four-wheeled-competitors' (as you may or may not have noticed, that term got slightly annoying after a while). Out of the four-wheel-drive contingent I think there were only two survivors - a silver Range Rover and our Daihatsu.

We have our fingers crossed as to the placings and times - as today is only Saturday and the race was run on last Sunday, we haven't any results as yet.

We suffered very little injury - our fuel tank now holds considerably less than it did before, our bullbar has some interesting dents, our windscreen frame just doesn't seem to match up with the glass any more, our brush bars are missing a bit of paint, and our wire mesh has a few holes at strategic places. Personally, Cedric has an interesting looking love bite on his neck (he says it was caused by his helmet strap?) and I have some salt burns on some tender places. Did you know that salt produces a similar burn to acid - I now have a perfect line where the seams are in my bra. This is apart from the usual sore shoulders etc and broken nails. As far as next year goes - well it will take some considering - if they decide to run a 4-W-D class again.

Pat McCreery

Dont sit around and look so solemn lets get together it's BIG
EDS COLUMN (Groan)...

I dreamt a dream the other night that I really cannot forget,
let me set the scene for you (with apologies to Dauphne Du Maurier).

Last night I dreamt I went to the clubrooms again. It seemed to
me that I stood by the iron gate leading to the drive, and for a
while I could not enter, for the way was barred to me. There was
a deadlock upon the gate. I called in my dream to the Secretary,
and had no answer, and peering closer through the mink venetians
I saw that the clubroom was in darkness.

As can only happen in the world of dreams, the bonds that forbid
my entry to the clubrooms were suddenly dissolved, and as I entered
in I saw a calendar that proclaimed the date as April 1980. As
my eyes accustomed to the dim red lights I saw that the clubrooms
were not empty, but full of Brisbanes fashionable people. Obviously
two years had wrought many changes.

The Secretary rose before me, he was a tall thin man wearing a
glittering tuxedo, "Welcome to the Brisbane Sporting Car Club"
he murmured. I looked around me, the clubrooms stretched ahead,
a four storey penthouse sprawling over the gabba. In the distance
the only familiar figure was the croupier at the roulette, I narrowed
my eyes, yes surely it was Charlie Blake, a trim figure in dinner
suit and cummerbund, raking the multi-coloured chips into a bag
stenciled "Treasurers Swag".

My gaze swung back to the Secretary, "But surely not" I said,
"When I was here 2 years ago it was a funny little joint, not
choice, but good fun". The Secretary grinned, his capped and
crowned teeth making a death heads grimace. "Ah yes Autumn 1978,
I was in Melbourne then running a little racket - ah em! - business
on the waterfront. The BSCC's big turning point was the redecoration
in 1978, then the money moved in and the committee saw the implications
of Sporting car club. Why restrict themselves to motor sport?
In late 1978 the government of Bjelke-Petersen was beaten in a
surprise, rushed election and the Peoples Welfare Party were voted
in. Naturally the vote counting was done on a computer to which
the B.S.C.C. had access. Within days the PWP voted in unrestricted
gambling, and 2 days later the B.S.C.C. had a gala gambling night
and made \$10,000 profit. Since then we've never looked back. Now
we control the dogs, horses, wrestling, boxing, bingo and rollerball."
Still bemused by the total change I said "Who won the 1979 rally
Championship?". He smiled again "I still think its being run
only theres no money in it, and if theres no money in it then Mr
Spitzio isnt interested". I wandered in, past the knee high tables
and waist high lapps. Shrill giggles came from the massage room.
The till at the bar rang constantly as good time girls dispensed
FOUREX for ridiculous prices like 50 cents a can. I floated past
the lights, which connected to the car parks where the LTD's and
Statemans Caprices were assembled in rows, each one having the
"Brisbane Sporting Car Club" sticker which opened all doors in a
wide open city.

I mused on how things had changed, how an excessive zeal in making a
profit had hoisted the club with its own petard. I wondered where
all the decent old club members had gone, to one of the many clubs
in the area presumably, mainly I wondered where I had gone, but to
that there was no answer.

As I walked out the scene around me shimmered and faded, on the

pavement outside a silent group were clustered round a bullet riddled corpse in the gutter, around his neck a placard announced that such would be the fate of anyone who trespassed on the Cricket Clubs Territory.

I woke up to find TIMS squelching VICKS up her nose with a grease gun, "I dreamt about the club in two years time" I said. The curlers turned towards me "How was it ?" — "Ah not much different".

Dont forget that the Walt Disney film depicting The Incredible Mrs Smith is currently on at the George Cinema, Brisbane.

NEW MEMBERS

A warm welcome is extended to the following people who joined the Brisbane Sporting Car Club during the last month and are receiving the Magazine for the first time:

Glen Barke	Carina
Ian Bland	Kenmore
Dave Guyatt	Townsville
Richard Kelly	Townsville
Glen Payne	Beaudesert
Dave Pavis	Woolloongabba
Mike Sorich	Maroochydore
Rodney Tarkington	Toowoomba

Noelles Novice Night Navigation Nexercise

This exciting event was held on the night of 12 April. The organiser herself (personself ?) looking stunning in a shimmering trouser ensemble, was on hand to speed the contestants on their way. The instructions were tricky but the surerrior navigators brains-forced a frolicsome foursome through to the lead.

=1 Tony Kabel/Bruce Fullerton
R Gardner/Wayne Bentley
John Blake/J Wiles
R McColm/P Burgin

Once the event was over a party returned to the route of the event to rescue Póub Cadell who'd got his Datsun stuck in a ditch - he does seem to make a habit of this doesnt he.

Dont forget that Laurie Tindals "Wynnam and Bistrict Autumn Rally" which he's organising for the B.S.C.C. is the first round of the "Cibie - GP CARS Rally Series" which is a championship for Novice and Clubmen competitors. The event is being held on May 27/28th and full details will be in next months rag, however I would recommend that those intending to enter do so promptly, Supp. Regs. will be out soon and can be obtained form the Club Secretary.

Regulations are now available for the Holden Torana Car Club's Motorkhana which will take place on May 7th at a site on the Mt Gravatt - Capalaba Rd. The entry fee is \$4.00 - further details and copies of the Regs available from our Secretary.

COMING EVENTS

Wed 19 Apr Open night at the clubrooms
Mon 24 Apr Control officials briefing for Lutwyche Village Rally
Scrutineering for Lutwyche Village Rally
Wed 26 Apr Expert night run by John Blake and Wayne Bentley
Thu 27 Apr Scrutineering for Lutwyche Shopping Village Rally
Fri 28 Apr Prologue for Lutwyche Shopping Village Rally
Sat 29 Apr Lutwyche Shopping Village Rally (ARC 2)
Sun 30 Apr Presentation of trophies for Lutwyche Shopping
Village Rally
Tue 2 May Committee meeting, 7.30 pm
Wed 3 May Motor sport movies at the clubrooms
Sun 7 May HTCC Queensland Motorkhana Championship Round 2
Tue 9 May Off-road Sub-Committee meeting
Wed 10 May Novice night run by Simon Kabel
Sat 13 May BSCS Donlee 500 Rally (ARC 3)
Sun 14 May Closed autocross - more details within
Wed 17 May Open night at the clubrooms
Sun 21 May Tara Rally Spectacular - more details within
Wed 24 May Expert night run by Ann Thomson
Sat 27 May BSCC Rally (Open restricted)
Wed 31 May General meeting at the clubrooms starting at 8.00 pm
Sat 3 Jun RPCCT Open Rally (QRC 2) - more details within
ASCC Bega Rally (ARC 4)
Sun 4 Jun MGCC Queensland Hillclimb Championship
LCCA Sea Lake Desert Rally
Tue 6 Jun Committee meeting, 7.30 pm
Wed 7 Jun Presentation of trophies for BSCC rally
Sun 11 Jun Closed motorkhana - more details next month
Tue 13 Jun Off-road Sub-committee meeting
Wed 14 Jun Novice night run by Jeff Tremain
Sun 18 Jun BSCC Queensland Motorkhana Championship Round 3
Wed 21 Jun Open night at the clubrooms

P.S. - Sorry but Birdsville '78 is not on but its a sure thing for '79 - full report next month of 16th April Oxenford event which saw good win for Steve (Boot them up the back) Blackburn and a lap of 15m 3secs by Rally Car class winner Rod Browning (thats an average of 50 mph). TIMS was pulled out of the event after 3 laps when well within maximum lateness so we could all go round the pub, could I have my money back please ?