

Brisbane Sporting Car Club

» MAGAZINE «

CAMS AFFILIATED

PRICE 20c



A British soldier with an incredible weapon

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- MAY 1978 -

BRISBANE SPORTING CAR CLUB

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POSTAL ADDRESS

All correspondence for the club should be addressed to -

The Hon. Secretary
Brisbane Sporting Car Club
PO Box 314
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

BRISBANE SPORTING CAR CLUB MAGAZINE

MAY 1978

Editorial

My only comment this month is to appologize for the slimness of this edition and also for the delay in the Lutwyche Shopping Village Rally detailed results. The specially written computer program which was supposed to bring forth reams of fascinating gen fell flat on its face, this plus the time I didnt have to spare in re-writing it will delay these till next month.

Anyway on with the motley

Major Forthcoming Events

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

A weekends Motor Sporting 'Holiday' with something for everybody. Tara lies 94 km South West of Dalby about 4 hrs sensible driving time from Brisbane. The calendar of events is as follows.

- Sat 1 pm - Day run with excellent prizes organised by a former rally organiser now with Tara Lions
- 3 pm - Prologue to establish starting positions in Sundays Off Road Rally. Day Run competitors will be able to watch.
- 6 pm Monster barbecue at Tara Golf Club - all welcome
- Sun 7.30 am - Off Road Rally (Entries close tonight 17 May)
6 laps of 20 km course. "Best course in QLD"
- 9.00 am - Motorkhana organised by Darling Downs Sporting Car Club. Lots of things to win.
- 3.00 pm - Presentation of trophies

Accommodation on site is either camping, hotel, motel or I think Tony Hazeldine still has some billets available.

A really good weekend - lets see a good turn out.

Sun 18 June - B.S.C.C. Round of the Queensland Motorkhana Championship;

This will be a Spectacular all bitumen event to be held at Toombul Shopping Centre

It is hoped that a Major sponsor will swell the prize fund
As well as competitors we need several volunteers to help
on the day

The hot bread kitchen will be open all day and drinks will be available

There should be plenty of spectatcular action from 10.00 am onwards

Forthcoming Events continues on this editions penultimate page

Off-Road Event Oxenford April 16th

Last months rag had a real touch of the Big Ed's when I got the winners name wrong ! With all the finishers that this event had I didnt realise just how quickly George Crouchers Class B Buggy had gone - appollo's all round.

The report for the Motorkhana has been written by TIMS and is at the end of this report - this part of the event was organised superbly by the Gold Coast and Tweed Motor Sporting Car Club.

My offer of a ride on this event came so late that I was reconciled to hovering anxiously around the results tent while The Incredible Mrs Smith and Wendy Marshall went round in the Civic. Then my fancy godmother in the shape of Ken Hunt offered me the lefthand seat in his Manx Buggy.

One supposes that CAMS and Bell have close relations otherwise why would my old helmet, which has been deemed sufficient to protect my cranium on 4 Internationals and umpteen other events, suddenly be insufficient for the task. So two new helmets were purchased from GP Cars for the sinckey prum of \$134 and once again CAMS could sleep happy o'nights.

Ever since I joined the club we've had "Late starting disease", its got to the point where everybody knows it pointless arriving at the proper time because the event will be half an hour late anyway - so this makes the event later still. I know its all very easy for me to sit here laying the law down but the magazine is never late, and if organisers were on the ball then events could begin when they should. As it was the approachs to the Oxenford Forest were packed with competitors awaiting the arrival of someone to direct them.

Ah at last ! I crawled into the back of Ken's Datsun (with YAK seatcovers !) and we towed the buggy to the pits. The pits were a lot better organised this time, the right crowd and no crowding. We unloaded the car and I was able to start adjusting things to suit my portly frame. In Bob Bairds car I'd had several dials to watch intently, a radio altimeter, turn and bank indicator and blood pressure guage all bore testimony to Bobs low flying tendencies. However Jims car has (for the moment) a simpler layout, leaving me with a rev counter and oil pressure guage to watch. The latter measured in Kg/Sh which must be kilogrammes per square hectare. One thing that caused some strain was the lack of a mirror, apart from the one in my compact.

The briefing was conducted by Alan Lawson in his own inevitable inimitable style, with steward Ross Moir looking grim and officious in attendance. We had to do 5 laps of the 20 km course and on one lap or other we had a 10 minute pit stop to make.

A hush fell on the mighty crowd as we lined up for the start, The interval between us was 1 minute to give the dust time to settle. Ivan Holmes sent us off, peering through the legs of spectators to be able to see the timing tent. I dont know which of a multitude of winks, nudges or twitches (He'd spend a fortune at an auction) was our signal to start, but we departed in that lovely flat - four thrashing sound and stormed away up the track.

The course shortly turned off of the main track and then after 1 km on the secondary track we turned left down the thirderly track. This piece of hardware was a very, very steep downhill section, parelled

by big ditches and crossed by deep gullies. We went down mainly with the front wheels locked and providing very little in the way of braking or steering. Then the track turned left along a leafy glade which had a hidden creek crossing. Over a 3rd gear yump then onto a wide, straight that had Warren McKewens control on it. Around a 90 right and downhill to a very tricky junction we fouled up everytime we came to it. It was a 90 left between two stout trees, each time we careered past the junction and described an arc through the trees to return to the road. Then we came to a stretch that went this way and that between the trees almost upto the Gaven Way. A hairpin took us away from the road and into a tight 90L, 90R, 90L sequence. The second corner had a bank to bounce off of and the third one was covered in big rocks. A short straight led to a fast right left wiggle woggle, and an even longer straight took us over a brow amidst deep grass to a fast right flanked by caution boards. The usable road here looked very narrow and always caused a slight intake of breath as we passed. Then a yumpy 90 right led into two lefts close together followed by a couple of real gutsy straights connected by a 90 right. Upto the firetower where Messrs Trubshaw, Hazeldine and the ladies were giving out the tickets and along a really fast piece of the main forest track. A 90 left sent us down into the trees and along to a downhill 90 right and how, which we managed to scrabble round successfully on our last two laps. We were deep into the trees now, with branches hitting the helmet and various corners covered in a milleniums leaf mold. On our first lap one 90 left was made very exciting when we left the road and performed a wall of death act on the bank. Luckily we had enough forward motion to keep us upright, but the steering took a clobbering and resulted in a stop for repairs. Our ascent from the leafy bottom was made up an horrendously steep hill which was just like a staircase. The Buggy bounded up, so fast indeed that we almost caught the photographer standing in the road at the head of the stairs. Then over a track to a choice of routes, the right hand track was narrow, rutted and off cambered but the left hand one was the same with added water. Over a diabolical little bridge, up a short hairy straight, through a few wiggles and past the pit area. A magnificent course, and how Rod Browning could get round in 15mins 3 secs I dont know.

Things I remember are, Grant Fahey standing in the road waving his red coat like a matador, Jim Adness looking very grey - and so he should as he'd broken his arm. Steve Blackburn busily winning Class A and giving us a nudge up the back when he caught us, when my head snapped back I thought that the supercharger had cut in. At last the Off Road vehicles have found reliability, there were far more finishers than hitherto, even if a lot of people took their 10 minute break on the first lap to carry out repairs (We changed to skinny front tyres and tightened up the steering). George Croucher really turned up the wicks to win the event after having had his car on its side the previous evening. Eric Bond was displaying his computerised fuel injection, and Selena Bond was displaying - ah now its time for the rally cars to have a go.

The rally section had attracted some top grade entries. Murray Coote in the 2 litre Datsun 120Y, Rob Browning in his older 1600, Barry Nixon-Smith in the V8 Torana and Low in his 6 cylinder Torana. There were 9 entrants in all including TIMS in the family Civic - and the man who told me that sumpguards werent necessary must be loony, we could hear the Civic's sumpguard well before the gearbox.

Peter (Stoic) Marshall and myself walked up the track to watch our wives come through. We reached the grotty little bridge over the creek and found a dramatic scene taking place on the wet choice of roads

at the dual carriageway. Lee Drummond was organizing a team to lift Murray Coote out of the ruts which were deep enough and wet enough to stop the Datsun bodily. While they were heaving away Rod Browning swept past on the other road as did John Barr in his Datsun 1600 with Boyd Ovens calling them up. We walked up the road as Ian Baker charged past at what seemed, for a Toyota Landcruiser, an horrendous speed.

From the top the staircase looked impossibly steep, we descended with caution and found the Snell's camped en masse at the bottom, where they could see the cars bouncing up the straight and then scrabbling desperately up the hill. First car through was Nixon-Smith and the staircase won out by breaking one of the Torana's axles. The car slid back down the hill just as TMS made a late arrival (The girls had had the car perched on a rock, I suppose they were merrily zipping through the gears and saying how smooth the road was when Wendy saw that the car wasn't moving). Anyway we halted the ladies and I ran up the road to stop any further traffic. The Torana disposed the Snell's in the long grass and then the Civic stormed off. I was 150 metres away and I could hear the engine screaming and the sumpguard pounding on the ground as it went up. To my amazement, and thanks to St Semperit they made it. Next along were Low and Maroney, and fuel feed problems made nonsense of their ascent, so once again the Snell's were moved rudely aside as a ton of metal careered down the hill towards them. Coote and Browning really gave their cars the stick going up the hill, the ruts forcing the vehicle from side to side and bouncing the occupants unmercifully. Once again the femmes came round and it was even more horrible to look at that ^{than} to hear - thank heaven for robot welders.

All became quiet in the bush so we walked back to the pits and found that the girls had been stopped after 3 laps, when well within maximum lateness. And at that time they were lapping in 22 minutes with the prospect of a couple of 21 minute laps coming up, they were stopped simply so everybody could go to the pub. What really annoyed me was to find that my wife and car had been commandeered for board collecting, by far the lowest and most underpowered car available. Naturally it couldn't get up the staircase weighed down with dozens of boards and we were damn lucky the clutch didn't burn out. We have had words about this and henceforth my car is not available for such duties while 4WD's are sitting around idle.

The prize giving at the bountiful Coomera Pub was even more packed than last time. The manager of the Oxenford forest once again rose to the occasion with a witty speech and trophies were lashed out left, right and centre. The post rally barbecue was curtailed when the publican told us at 7.15pm that he was setting his ferocious dog loose. We did wait to meet this Hoho of the Baskervilles (with bits of steak at the ready) but he never materialised, so we had to go home disappointed.

Outside of the Coomera Pub a motorcycling friend of the Marshal's had his helmet pinched - a fine gesture by the locals.

P.S. Motorkhana results are non-existent, which considering the \$3 entry fee is pathetic. Also the results of the Off Road event told very little more than is included here, so a full results summary is not available.

Intelligent readers (Those whose lips dont move) will doubtless have seen that the advert for L'Uomo Gents Boutique on Page 27 of the April 23rd Sunday Mail, features a gent in a jooly wumper with the English "Motor Sport" under his arm. Diligent research through the back numbers proves that the edition he his clasping with such paternal care is that for September 1975. The implications of this are manifold, either people who wear woolly jumpers in Brisbane are so hot and bothered that they read slowly, or (and this is very unlikely) the shop is flogging off old jumpers, or the magazine was lying around the studio and the male model used it to give him a virulent butch image or he gets his by sea mail. Mrs Smith thinks its an old photograph but he's not wearing a top hat.

FORS ALE FORS ALE FORS ALE FORS ALE FORS ALE FORS ALE

2 Hella Rectangular (Square dear) fog lamps complete with (either 55W or 58W or 85W or 88W - I think this was written by a drunken orang utan) bulbs -(Yellow)and perspex covers .. \$60

1 only Halda T peice suit LC - LJ Torana .. \$10

1 pair white Cibie Oscar covers .. \$ 5

Phone Glen A/H 384325

(Actually this next heading is quite clever although you'll have to read the add to find out why)

WANT ED WANT ED WANT ED WANT ED WANT ED WANT ED WANT ED

I have started to accumulate stock so that I can go into business sooner or later (the sooner the better) selling secondhand books. I really want to specialise in transport books - anything to do with vehicles, aircraft, ships, trains, rickshaws, tumbrils you name it I'll sell it - so if you have any hardcover books of that nature lying about I can promise you a price that will be of advantage to us both.

Ring me 208 1721 or 275 2255 or 379 1294

(The last number belongs to my long suffering Father - in - law so be servile)

I'm not too keen on old magazines but I'll take them off your hands and accumulate them till I can sell them by the year.

Pete Smith

Film Night - May 3rd

The worst thing one can have is apathy - fancy showing a load of films that nobody realised were on. Well this situation certainly never arose at our film night. Billed as "Motor Sport Movies" the mighty crowd in the auditorium of the clubrooms ceased their chatter as the projector clattered into life. The first film set a club precedent, the effect was like showing a vegetarian film in the Beef pavilion at the B. It was a glorious colour New Zealand piece on accident prevention, there was blood flowing in rivers whilst anxious people crowded the hospital wards, suddenly the big climatic moment arrived, young Dr Spong, sincere but human, walked slowly into the waiting room, "Mrs Grimenski" he said, she looked up wild hope burning in her eyes, a sodden handkerchief was clutched in her hand, "Is he ... Is he...?" Dr Spong looked downcast, then suddenly a ray of sunshine shone through the curtains and illuminated his face, "Little Tommy is gonna be OK". Cue for music, cue for Big Ed who'd had a splendid dinner washed

down with copious quantities of Sherry and Moselle to give forth with his opinion yet again. This must be the rowdiest filmnight we've ever had, although I made a fair bit of noise so did Charlie Blake, Bruce Fullerton, Don Milner and others.

When the adverts were over we got down to the serious business of the evening. First of all a film on the 1971 12 hours at Surfers Paradise. This race was won by Colin Bond driving a big thing, either he's ageing slowly or he was old early because he looks the same now as he did then. Then we had a splendid film on last Novembers Caledonian Safari, which was won by Ross Dunkerton in a Datsun. This was a notably soft sell film and I can only guess that its sponsors were TOTAL. A party of club members took a weeks package holiday to watch this event, they all came back very enthusiastic and a similar trip (at very reasonable cost) is also being arranged for this November - bear it in mind.

A really fine clubnight and supports my theory that to be enjoyable films must be either good or bloody awful.

WANTED - one person to Fare Shlat, I'm sorry Share Flat, at Northgate. A delightful bijou residence in a quiet area.

Phone Ian Fink 268 4233 (work)

For Sale - 1 (One only so rush, rush, rush) HR 3 speed reconditioned gearbox - only \$35 and dont forget a chook with every small appliance. Phone Jeff Beatty 264 2076

For Sale Datsun 180B Fibreglass guards + rooms of Datsun parts Guards \$45 each - phone Dennis Brown 208 4587

Are you intelligent, alert, quick witted, punctual and able to earn a fortune in a harsh demanding commercial world.

Yes ? - well your a cocky little git arnt you.

2nd Round Queensland Rally Championship
Major Forthcoming Event

Ian McCubben winner of QRC Round 1 is the director - event is the Townsville Pacific Rally over 600 route charted Kms. Dates are the 3rd and 4th of June which integrates the event with the Pacific Festival. Billets are available, local crews will ensure that visitors are most welcome, and every effort made to assist visitors coming to Townsville for the first time.

Friday: Informal barbecue for everybody and anybody, Saturday: Morning - rally car display, afternoon - the event. Sunday: Morning - Rally finish and breakfast at The Strand, Evening, prize giving and dinner. (Dont forget that Monday the 5th June is a holiday). Another ripper motor sporting weekend.

Event Director :- Ian McCubben (070) 82 0152

CO-Direcotr :- Dave Guyatt (070) 71 2197 (B/H)
78 1925 (A/H)

Second Round Queensland Motorkhana Championship

Organised by the Holden Torana Car Club...

We had 11 participants from the B.S.C.C. well spread out over the classes. TIMS was using the Civic in class L, Glen Carpenter, Keith and Alan McConnell were all entered using Glen's 'New' special the design of which is loosely based on the hall cupboard (Well it is a trifle square) which uses a 1300 "M.G." engine from his old ADO16. Beauty and the Beast - well lindsay and Glen Sutherland, were in there Renault based special. Lee Drummond was in the inevitable Mazda RX1, Ian Fink was in his VW and the Taylor brothers were in the Demonstrator Derby using a 4 door Civic and an Accord between them. I was the clubs sole participant in Class A with the orange box.

My determination to improve at this facet of sport began to bear fruit in the morning. At the lunch break I was within 1 second of leading the class, but once the knowledge that I had to make a fast time sunk in I made a complete shambles of it. Adrian did very well and Glens special was going very well before its demise.

Times of Interest to BSCC members

1) driver; 2) time; 3) Overall position; 4) class position

<u>Test 1</u>				<u>Test 2</u>			
P Griffin	F	27.4	1 1	P Griffin	F	26.7	1 1
G Carpenter	F	28.8	5 5	K McConnell	F	27.9	4 4
L Sutherland	F	29.1	7 7	G Carpenter	F	28.1	5 5
A McConnell	F	29.3	8 8	L Sutherland	F	28.2	6 6
K McConnell	F	29.6	10 10	A McConnell	F	28.9	10 9
L Drummond	C	30.8	14 1	L Drummond	C	29.9	14 1
A Taylor	B	31.3	17 1	A Taylor	B	30.0	16 2
G Sutherland	L	31.4	19 1	N Taylor	B	30.0	16 2
Big Ed	A	31.2	20 3	I Fink	B	30.1	19 4
I Fink	B	31.7	20 2	Big Ed	A	32.2	35 6
N Taylor	B	32.8	25 4	TIMS	L	34.0	39 7
TIMS	L	36.5	42 8	G Sutherland	L	41.8	45 9

<u>Running Results</u>							
P Griffin	F	54.1	1 1	A Taylor	B	61.3	15 1
G Carpenter	F	56.9	5 5	I Fink	B	61.8	18 2
L Sutherland	F	57.3	6 6	N Taylor	B	62.8	20 3
K McConnell	F	57.5	7 7	Big Ed	A	63.9	23 4
A McConnell	F	58.2	9 9	TIMS	L	70.5	41 7
L Drummond	C	60.7	13 1	G Sutherland	L	73.2	44 9

<u>Test 3</u>				<u>Test 4</u>			
B Dunn	F	27.9	1 1	B Dunn	F	32.3	1 1
G Carpenter	F	29.0	6 6	L Sutherland	F	35.6	6 6
L Sutherland	F	29.3	8 8	G Carpenter	F	38.5	9 9
L Drummond	C	31.0	11 1	A Taylor	B	38.7	10 1
Big Ed	A	31.6	12 1	Big Ed	A	39.8	12 2
N Taylor	B	32.4	15 1	N Taylor	B	40.0	13 2
A Taylor	B	32.6	18 2	L Drummond	C	42.0	17 1
I Fink	B	32.6	18 2	K McConnell	F	43.9	21 12
K McConnell	F	33.5	22 12	G Sutherland	L	46.8	25 1
G Sutherland	L	35.1	32 3	I Fink	B	49.0	32 7
TIMS	L	36.8	37 8	TIMS	L	52.0	38 8
A McConnell	F	38.4	41 17	A McConnell	F	66.3	45 19

Lunchtime Results

B Dunn	F	116.4	1 1	L Drummond	C	133.7	11 1	I Fink	B	143.4	21
L Sutherland	F	122.2	5 5	K McConnell	F	134.2	13 10	G Sutherland	L	37 6	
G Carpenter	F	124.4	7 7	N Taylor	B	135.2	14 2	TIMS	L	160.3	
A Taylor	B	132.6	10 1	Big Ed	A	135.3	16 3	A McConnell	F	44	

Test 5

K McCloy	F	31.2	1	1
K McConnell	F	32.0	5	5
L Sutherland	F	33.5	11	10
G Carpenter	F	33.5	11	10
A Taylor	B	33.6	14	1
I Fink	B	35.1	23	3
N Taylor	B	35.7	25	5
Big Ed	A	36.7	31	5
G Sutherland	L	39.4	39	7
L Drummond	G	40.2	40	2
TIMS	L	45.1	42	8

Test 6

L Sutherland	F	20.5	1	1
A Taylor	B	24.8	12	2
N Taylor	B	25.2	16	4
K McConnell	F	26.0	19	9
L Drummond	C	26.2	20	1
G Sutherland	L	27.0	24	2
G Carpenter	F	28.1	26	10
I Fink	B	33.6	35	7
TIMS	L	37.4	43	8
Big Ed	A	38.0	44	6

Running Results

B Dunn	F	169.6	1	1	L Drummond	C	200.1	19	1
L Sutherland	F	176.2	4	4	Big Ed	A	210.0	24	5
G Carpenter	F	186.)	9	9	I Fink	B	212.1	27	7
A Taylor	B	192.0	11	1	G Sutherland	L	221.5	35	6
K McConnell	F	192.9	12	10	TIMS	L	242.8	43	8
N Taylor	B	196.6	16	2	A McConnell	F	245.8	44	19

Test 7

B Dunn	F	27.3	1	1
A Taylor	B	30.0	8	1
L Drummond	C	30.6	11	1
L Sutherland	F	31.0	17	11
N Taylor	B	31.5	20	3
Big Ed	A	32.2	25	5
TIMS	L	35.0	33	6
G Sutherland	L	35.0	33	6
I Fink	B	38.3	38	7

Test 8

G Wolski	F	28.9	1	1
L Drummond	C	30.9	6	1
L Sutherland	F	31.0	7	6
Big Ed	A	31.2	9	2
N Taylor	B	32.5	17	1
A Taylor	B	32.7	18	2
I Fink	B	33.8	21	4
G Sutherland	E	35.9	30	4
TIMS	L	36.7	32	7

RESULTS

1st G Wolski	Special	228.0	First class F
4th L Sutherland	Special	238.2	Fourth class F
10th A Taylor	Accord	253.7	First class B
13th N Taylor	Civic	260.6	Second class B
14th L Drummond	Mazda	261.6	First class C
18th G Carpenter	Special	267.9	Eleventh class F
21st Big Ed	Civic	273.4	Fifth class A
23rd K McConnell	Special	274.8	Twelfth class F
32nd I Fink	VW	284.2	Seventh class B
36th G Sutherland	Special	292.4	Sixth class L
41st TIMS	Civic	314.5	Eighth class L
44th A McConnell	Special	327.7	Nineteenth class F

Who called this The Brisbane Sporting Car Club ?

These days it seems that the name of the Brisbane Sporting Car Club may be something of a misnomer. While the majority of our members do come from the Brisbane area (If people from places like Strathpine and Lawnton, Waterford and Loganlea don't mind being classed as Brisbaneites), we also have more than 30 members from further afield.

Out west we're represented by Nicol Scott at Samford, Merle Hill at Mount Samson, and Terry Horne, John Ingram and Don Preece at Ipswich. Our 5 members at Toowoomba are Steve Ackerman, Ian Faulkner, Les Poole, Don Rayner and Rodney Turkington, at Warwick we have Tony Best and at Goondiwindi Ian Ferguson is a member.

South of Brisbane we have 3 members at Beaudesert in Glen Payne, Mal Shinn and John Shirley. Our Gold Coast contingent consists of Peter Cohen, Bill and John Daley. Phil Delaney and Roy Jervis.

On the north coast we're represented by Clayron Mitchell at Nambour, Mike Sorich at Mardoochydore, Peter Robinson at Rockhampton and Jim Newman at Mackay. Further up the coast we have Gerard Byrne, Richard Kelly and Dave Guyatt at Townsville, Bruce McCubben at Home Hill and Mike Walsh at Cairns.

Our Interstate members are Max Stahl in Sydney, Graham Nordling west of Sydney at the RAAF base at Richmond, John Keaffe in Melbourne and last but not least our patron, Jim Killen, in Canberra.

Maybe we should start recruiting members in New Zealand ? Papua New Guinea ? Singapore ? Brazil maybe ?

New Members

This month we extend a warm welcome to the following new members:

Steve Ackerman	Toowoomba
Penny Baker	Everton Hills (Associate)
Shelley Brennan	Mitchelton
Ian Faulkner	Toowoomba
John Marshall	Everton Hills

The 34 Oldest Members of the Club

Each month we welcome new members to the club; this month we also pay tribute to some of the older members. A member on joining the club receives a membership number which he retains over the years provided that his membership is renewed each year - we started at number 1 in 1953 and our newest member received a membership number of 1561. The following people with a membership number of less than 1000 are those with the longest continuous membership of the club.

79	Ray Luckhurst	(life member)
261	Ross Gillespie	(life member)
321	Mike Chapman	
378	Hank Kabel	(life member)
397	Les Barron	
414	Bill Hawkshaw	(life member)
576	Peter Hines	
582	Charlie Blake	(life member)
690	Lloyd Robertson	
713	Greg Sked	
749	Gary Blower	
772	Laurie Garth	
792	Brian Mitchelmore	
804	Daryll Kelly	
842	Cedric Reinhardt	
881	John Shera	
885	Dennis Brown	
894	John Shirley	
897	Ann Thomson	
904	Tony Best	
905	Dave Morris	
910	Alan Wright	
912	Brian Marsden	
917	John Horn	
921	Keith Morrison	
923	Bruce McCubben	
929	Peter O'Connor	
930	John Hall	
956	Adrian Taylor	
971	Ross Moir	
980	Ian Reidel	
983	Glen Carpenter	
		985 Paul Trevethan
		988 Clarrie Harrison

Big Eds Column

This cant be a roman column otherwise you'd hear it saying "Sinister, dexter, sinister, dexter". The following piece of nonsense is appended in the hope that it will be received in the spirit in which it is intended - especially by Big A and muscular Gunther Schmeid.

The message from our fuhrer was explicit. It read "Offenze bum and getten here at a schnell und a half". The reason was the presentation of awards for the last Off Road event at Oxenford.

We drove over on a wild and windy night, till we reached the suburb of Palsey, and there, towering over the cottages of the peasants was "The Eagles Lair".

On the terrace we could see a crowd of the leaders troops. Ian Bond of the Waiffren BB (The Baja Buggies), some Panzer troops of the "Tow'd", "Marx" and "Southern Cross" divisions, tall bland blond aryan Tony Hazeldine (supposed to be the illegitimate son of an English countess), Panzersturmfuhrer Ian Baker of the Toyota Brigade, Gary Wolfe, George Croucher, Steve Blackburn and many others of the Fallschirmjager (I'm sure they'll all agree that life is full of ups and downs), tall thin dark and distinctly non-aryan Lee (Knees) Drummond of the Parasite Corp. Two members of the Light Reconnaissance unit, Rod Browning and Murray Coote, both from the Datsun Division. The leaders secretary and right hand man, Ivan Borman. "The Silver Fox" Erwin Loy. To our regret the leader of the Luftwaffe (The hair force) Herrmann Hamlin was away on duty. But onhand to help with the keg was the minister of Subtle Tortures and Silly Walks Boyd Himmler, and the constructor of our finest fighting machines Willy Poots. The Minister of Propaganda Glen Goebbals and the glittering ladies who keep these tigers satisfied.

We ascended into the Schloss and found Ivan Borman dishing out the beer and keeping an ear open for traitorous remarks (Such as "That Redcliffe rally was good" or "Oxenford is too rough") whilst the multitude of the Leaders kinder extracted a few pfennigs by way of payment.

We joined a small group on the terrace. I was standing on the very spot where our Leader stretches his legs before mounting the rostrum at Palseyberg and exhorting the mass of party members. Lee Drummond was grilling some steaks, after an hour they still hadnt talked so we eat them instead.

Our leaders woman, Joyce Braun, had provided a wealth of assorted food. 'Party' steaks, 'Strength through joy' sausages, 'One country, One party, One leader' bread rolls and all the little bits on the side.

One of the topics under discussion was a recent mechanised foray across the plains of Victoria to Hattah. Erwin Loy, his "Pour le Merite" with Oak Leaf clusters flashing by the light of the burning books, said that only the light despatch units, mounted on motorbikes really had any preferential treatment. In fact he said that our event at Goondiwindi urinated on them (In his blunt soldier like manner).

After a few hours lively discussion, suddenly we heard the faint sound of a film soundtrack. We traced the sound to the book lined room in the schloss where our Leader conducts affairs of state. We had expected to see a party film, but our Leader is too cunning for that, instead we laughed at a Three Stooges film which showed just how weak and soft the Americans are. Perhaps we can face the Yankie battalions in battle at Birsville 1980, then we shall see who emerges victorious. The other film was a surrialist production

by the State Road Safety Committee. Two giant cats, one of either sex had an equally large uncle who was forever riding his bicycle into obstructions and almost falling under trucks. Obviously the male and female cats symbolise the decadent forces of communism and capitalism, the uncle shows the traps and snares into which weak governments fall. Surely the most telling point was the house in which the cats lived, for it showed that although Communism and Capitalism live happily side by side, at any moment the iron hand of facism may fall upon them - for the house was made of cardboard.

After this stimulating break our leader made the presentation for the last Oxenford Off Road event, he was ably assisted by Willy Poots and monocoled, arrogant Tony Hazeldine. Current Fallschmirjager Gruppenfuhrer, spare framed George Croucher and his aide Gunther Schmeid collected their prizes for coming first over all (In a B class Panzer - more Leopold than Tiger). Oberleutnant Steve Blackburn took the Class A award, Feldgeneral Erwin Loy the 4wd trophy and fastest of all, Rod Browning the Sports and Touring Trophy.

We departed with regret as my small but worthy kleinekreigs machine needed attendance before Sundays field manoeuvres.

A Great Party ! A Great People ! A Great Club !

Big Ed

Party Member 1298

Forthcoming Events

Sunday 11th June - M.G. Car Club Hillclimb.

This event is the Queensland Hillclimb championship and will be run on the tricky Mount Cotton hillclimb course South of Brisbane. Classes for all sorts of car and the downhill rush into the hairpin has to be experienced to be believed. Regulations should be available from our good Secretary soon.

Sat/Sun 1st/2nd July - Q.L.C.C. Novice/Clubmen Rally

Last year this was the Kripios Rally and very well organised, if a little rough in places. It used the forests on the Ipswich map and it was one of those events that would eat its European equal, have a go, for the price of the entry fee you get the worlds best Novice event value. Regulations out soon.

Fri/Sat/Sun 7/8/9th July - Iron Man Weekend

This weekend comprises four events run by the M.G.C.C. And the Q.M.S.C. for the one competition. Friday evening there is a Closed touring assembly, Saturday there is a Sprint at Lakeside and also a Motorkhana held in the grounds, and on Sunday a hillclimb at Mount Cotton. Once again you can use any car although extra points are gained by those people using the same vehicle for all the events. A very entertaining weekend, and if you think your little sedan would be tame at Lakeside I can assure you that after a lap in my Civic, I emerged feeling like I'd just done a 150mph lap at Spa. Once again Regulations should be out soon

Sunday 16th July - Closed Autocross

After the Autocross of very recent date one cannot wait to get to grips with another one. If the course is just as good and the organization just as slick it'll be another ripper days sport. More details next month.

Sat/Sun 27/28 May - Wynnum and District Autumn Novice and Clubman Rally

A really experienced organizing team (Laurie and Ruth Tindal, Ross Gynther and Marie Bill) are putting on this event of 300 kms on the Ipswich map.

The prize money is first rate, a winning Novice crew for instance would take home \$325 cash plus a \$75 trophy plus BSCC Medallion plus. (if he was leading Novice on a division) a Chloride Battery, great stuff Laurie.

On Top of that of course this is the first round of the important Cibie - GP Cars Rally Series. A series which is for Clubmen/Novices and will be held over this rally, the QLCC event on the 1st July and the Novice section of the Humphreys Memorial rally to be held in August. This series carries considerable prize money and a great deal of prestige.

Entries close tonight (May 17th) but Laurie is notorious for his inability to read a calendar (nudge, nudge).

The event will be half route chart and half navigating, this will keep everybody wide awake. On paper it looks like a very promising and well thought out event.

The event starts from the Shell Wynnum Olympus Service Station corner of Tingal Rd and Edith St. at 4.00 pm. The division break will be in Oakey. Spectator instructions will be available at the start.

May 10th - Kabels Kruncher Night Run

Results of this thrilling event havent filtered down the bush telegraph yet, but one does hear that our well known Off Road member Ruth Tindal became bogged yet again although this time she found the only piece of muck on the route.

Perhaps a short word to new members about our little events wouldnt be amiss.

Nightruns - Every other Wednesday night (during 4 week months) we have a nightrun. These events should take about 2 - 2½ hours and all you need is car, navigator (anyone will do, even your mum), torch and a pencil. Show up at the clubrooms at 8 pm and you'll be off shortly after - A great way to break into the sport.

Club Motorkhanas - All you need for amotorkhana is a car with a secure battery and \$3. Normally entries can be accepted on the day but its wise to check with Lee Drummond (398 7163 A/H) first.

Club Autocrosses - For this you need an extinguisher and a helmet (Normally both can be borrowed on the day - although its best to have your own) the only extra your car requires is (if its RWD) a strap under the propshaft to secure it should it come apart. Great fun Autocrosses - give yourself a fright for about \$6

This Months Cover - No.1 of a 1 part series "Curious Devices"

This month I present an external combustion machine. It doesnt do much to ~~the~~ gallon (about 40 japs) but its great for clearing weeds.

Coming Events

- Wed 17 May Open night at the clubrooms
Ballot for Wynnum and District Autumn Rally
- Sun 21 May Tara Rally Spectacular - more details elsewhere
- Wed 24 May Expert Night Run by John Coleman
- Sat 27 May Wynnum and District Autumn Rally (Open Restricted)
- Wed 31 May General Meeting at the Clubrooms starting at 8.00 pm
- Sat 3 Jun RPCOT Townsville Pacific Festival Rally (QRC 2)
ASCC Bega Rally (ARC 4)
- Sun 4 Jun LCCA Sea Lake Desert Rally
- Tue 6 Jun Committee Meeting, 7.30 pm
- Wed 7 Jun Presentation of trophies for Wynnum and District Rally
- Sun 11 Jun MGCC Queensland Hillclimb Championship
- 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
- Fri 23 Jun Trade night at Castrol - more details next month
- Sun 25 Jun Lakeside Races
- Wed 28 Jun Expert night run by Laurie Tindal and Col Young
- * Fri 30 Jun BSCC 25th Anniversary Dinner - more details elsewhere
- Sat 1 Jul QLCC Rally (Open Restricted)
- Tue 4 Jul Committee Meeting, 7.30 pm
- Wed 5 Jul Family Film Night at the clubrooms
- Fri 7 Jul MGCC closed touring assembly; BSCC invited
- Sat 8 Jul QMSC closed Motorkhana; BSCC invited
QMSC closed sprint; BSCC invited
- Sun 9 Jul MGCC closed hillclimb; BSCC invited
- Tue 11 Jul Off Road Sub Committee meeting
- Wed 12 Jul Novice Night Run by Paul Cadell
- Sun 16 Jul Closed Autocross - more details next month

IRON MAN
WEEKEND

* YOU'D BETTER GET THAT OLD TOXED & PRESS'D
BETTER GET A NOTION ON YOUR VEST
... CONVENTION...
NOT TO BE MISSED
TICKETS AVAILABLE SOON LETS SEE YA THERE