

# The Brisbane Sporting Car Club

## MAGAZINE

CAMS AFFILIATED

PRICE 20c



REGISTERED FOR POSTING AS A PUBLICATION - CATEGORY B

JULY 1978

BRISBANE SPORTING CAR CLUB

1978 OFFICE BEARERS

		<u>Phone Numbers</u>	
		<u>Home</u>	<u>Work</u>
PATRON	Minister for Defence		
HON. D.J. Killen			
PRESIDENT	..... Allan Lawson	350 1461	
VICE PRESIDENT	..... Garry Connolly		221 6899
IMMEDIATE PAST PRESIDENT	..... Chris Goodreid	355 6016	33 4418
HON. SECRETARY	..... Jeff Tremain	38 4858	221 6899
ASSISTANT SECRETARY	..... Dennis Brown	208 3831	208 4587
HON. TREASURER	..... Charles Blake	38 2693	
CLUB CAPTAIN	..... Ivan Holmes		
COMMITTEE	..... Ian Bond		
	..... Murray Cox		
	..... Lee Drummond		
	..... Tony Hazeldine		
	..... Peter Hines		
	..... Peter Marshall		
	..... Dave Merris		
	..... Barry Torrens		
	..... Laurie Tindal		
	..... Col Young		
CAMS DELEGATE	..... Garry Connelly		221 6899
HON. AUDITOR	..... Nev Johnston		
PROMOTIONS OFFICER	..... Fred Thompson	285 2007	371 4977
PROPERTY OFFICER	..... Tony Hazeldine	269 6337	
REGISTRAR	..... Lee Drummond	398 7163	
BUILDING SUB-COMMITTEE CHAIRMAN	..... Ivan Holmes		
FINANCE SUB-COMMITTEE CHAIRMAN	..... Charles Blake	38 2693	
MAGAZINE EDITOR	..... Peter Smith	208 1721	275 2255
MOTORKHANA & SPEED EVENTS			
SUB-COMMITTEE CHAIRMAN	..... Lee Drummond	398 7163	
OFF-ROAD SUB-COMMITTEE CHAIRMAN	..... Ian Bond	341 1139	
RALLY SUB-COMMITTEE CHAIRMAN...	..... Dennis Brown	208 3831	208 4587
SOCIAL SUB-COMMITTEE CHAIRMAN..	..... Wayne Black	397 9045	221 5822

POSTAL ADDRESS

All correspondence for the club should be addressed to :-

The Hon. Secretary  
Brisbane Sporting Car Club  
PO Box 314  
WEST END      QLD      4101

CLUBROOMS

BSCC clubrooms are located on the Corner of Reid & Hawthorne Streets, Woolloongabba, and are open every Wednesday from 8.00 pm.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription is \$20.00 for ordinary members and \$6.00 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

ooooo000ooooo

Editorial

I'm not really one to flash about during my daily travels on the public highway, but even on my daily preamble to work I find myself frequently baulked by these little truck things. They seem to be made by Datsun and Mazda mainly, fitted with an underpowered 2 litre engine, which gives them, even unloaded, a very tiresome level performance. A loaded one past its prime - three months old say - has a pretty pathetic performance, being barely able to hold 50 kmph up the slight hills in Compton Road. Perhaps I'm slandering the engine because it may be the freeplay steering and rocky suspension that fills the pilot with terror. I saw one owned by an Italian gentleman that had a photo of his four children on the dashboard, and written on the picture was "Please papa not too fast" - a sentiment he obviously took to heart.

Buck up Japan this just isnt good enough.

---

Forthcoming Events

July 22/23rd PROGRESSIVE DINNER ..... starts 6pm at the home of Mr and Mrs Brown (Parents of well known rally driver Dennis Brown) 181 Chatswood Road, Daisy Hill for cocktails, then its on to the Kabels residence at 18 Kalinna St, The Gap for Soup, Club President Allan Lawsons palatial palace at 44 Arcola St, Aspley for main course and finally at the Clubrooms for coffee, cheese cake and chitter chatter.

The evening will be presented as a simple nightrun with the venues as the controls.

It should be a really good night, prices are \$2.50 for adults, \$1.50 for children and free for babies (The eleven stone baby with the doubtful manners will be me)

---

BS. to the above the Kabels will now be doing the 'entree and the soup will be in the hands of no less than TIMS herself. So we can gauge the response for the cooks, entries must be lodged with Alan Lawson (Home - 350 1461) by the evening of Friday July 21st.

---

Oxenford Forest - Off Road Event - July 23rd

Yes the day after the afore mentioned booze up we have another Off Road event in the depths of the Oxenford Forest. Every time we have a thrash in Brian Orr's forest we have to go another way to get there - I wish we'd pay the rent or whatever. Anyway if you turn right off of the Pacific Highway just after the Coomera River Bridge and first left you'll find the route sign posted. Come along for a good days spectating - but please leave the dog and the cigarettes behind. (Start at about 9am and finish at the Coomera Pub from 4pm)

---

This months Cover

Here's one for the off-roaders then. It shows Cedric Poots-Hunt in his special damp terrain buggies. (Note the gun which will always ensure him a place in the winners circle).

## The 1978 Honda Civic

The more things change, the more they are the same

French Proverb

Despite an almost sadistic amount of punishment dealt out to it, our 3 year old, 82 000 kilometre Civic soldiers on. The suspension thumps a bit and Marleys ghost has taken up residence in the drivers door, but the only time it has come to an involuntary halt (which wasnt as a result of my tinkering) was when TIMS perched it on a rock at Oxenford. So I was very keen when Adrian Taylor suggested I borrow one of Bennett Hondas demo's for a weekend to spot the improvements.

The car I took was an automatic example in Sofia Red (Mrs Smith, who is one of those well travelled bores, says she's been to Sofia (Yawn, Yawn) and she cannot see the connection). Normally I shun automatic cars, and the ordinary automatic gearbox really deserves shunning, as it is just a three speed thing with an electro-mechanical brain which changes gear according to speed and throttle opening. But Honda (and Porsche for that matter) use a 2 speed box and a demon torque converter. This is why automatic Civics are THE thing for Class A in motorkhanas, for wheelspin is impossible, the moment the wheel loses grip the torque converter decreases the power being fed to the wheel until it grips. In the past three years numerous improvements have made the car almost as refined as the Accord. Proper survivors, braced day/night mirror, tinted windows, stalk controls, illuminated heater/ventilator controls, Accord bumpers and suspension struts, air dam, collapsible window winders, really the list is endless, and for all that the car is 13 kg lighter and amazingly the rear seat leg room has been increased by 15mm, without effecting the front passengers at all.

Stepping into the car one is assailed by that 'new car' smell and glittering black surrounds. Our facia has gone grey with inground dust. My old car came not only with wall to wall floors but rubber mats on top of them, the new version has carpets and Mrs Smith and I arnt really keen, they look lovely in the showroom but a damp night out spectating could leave you with what smells like an old English Sheepdog in need of a bath. At least the Civics carpets are easily removed but we would sooner have rubber mats, a girl at work summed it up by saying they were "Homely", well when I want my car to resemble my living room I'll ask.

The T bar gives a choice of L \* N R P. Why high is \* escapes me, the light within the unit is rather bright and being right at the edge of my straight ahead vision, it was a bit annoying, however this was a minor point that a bit of sticky could cure. Personally I think this T Bar business is a bit silly, as we're not dealing with the gearbox anyway, why not put the selector on the dashboard Al la Morris 1800, thus freeing a bit of floor space? Under virtually all conditions the car is left in \*, L only being used for engine braking and for those rare occasions when more Oomph (Oookph doesnt sound the same does it) is needed. My old DAF van was driven through two rubber belts at the back, and if you were spectating on a forestry stage a rallying DAF coming towards you was always very obvious. Whereas other cars engines rise and fall in note the DAF unit would be steady on 6000 rpm, as the cones at the back slid the belts up and down ensuring you were at the peak of the power curve all the time, well the torque converter does the self same thing, a steady engine note and increasing speed as the converter bleeds power

from the engine to the front wheels. It is to automatic gearboxes what Michaelangelo is to "White horses in the moonlight".

The Accord struts are about twice the diameter of mine so the ride is a lot smoother, really mine is too stiff and I can run over a 20c piece and tell whether the coin is on heads or tails. Down the dreaded Acacia Road (I can claim with all honesty that this public road I use every day to go to work on, is far rougher than anything we encountered on the Kriticos Rally) the new car is far quieter and I felt a bit wallowly by comparison. However the standard cross-plys are a bit archaic, and I feel that radials would make a significant improvement over rough stretches where strong supple tyre walls could isolate you from the road.

I've always regarded my car as being virtually a tin roofed motor-bike, the sensation of being on, and a part of, the road is always there. But the new car is far nearer the Accord than it is to its 3 year old brother. All the rough edges have gone. The doors now close with a click instead of a hefty slam, the Accord type seats are splendid and make our narrow short little squatters rather sad by comparison, the better ride and the improved level of sound damping (which make The Goons as audible at 120 kmph as they are at 80) certainly shows up my car as the noisy but lovable old (by comparison) beast it is.

They used to say that the only replacement for a DC3 was another DC3, and as far as I'm concerned the same can be said for the Honda Civic. If Honda had made our car a bit rattier so that it was now due for replacement, I couldn't look past a Civic, but as it is I should think we'll get another 3 years hard and 3 years easy out of it yet. Very well done Honda.

(I wish someone would lend me a Datsun 120Y so I could see why vox pop but them, from my vantage point they must be mad, but so often its the women who decides on the car, and they are so easily swayed by big hubcaps or a bit cheap tinsel)

The only finishing quote I can think of comes from S J Perelman writing for Groucho Marx:-

"You, you remind me of you. Your hair, your eyes your teeth, no your teeth remind me of your mother, but why bring the civil war into this"

---

### Castrol Trade Night - June 23rd

After gloomy predictions from our Vice President that we would have an inadequate response to this invitation, it was a disappointment not to see him amongst the 30 members who drove down to Eagle Farm on a cold, damp Friday night.

CASTROL'S master of ceremonies was Les Gould who provided a fascinating talk on oils and friction, despite skittling most of the display stands during the course of the evening.

Food - now what sort of grub does one normally get at such a function? A few bikkies and some ghastly dip nonsense! But CASTROL appreciate that us humminks need oiling too, so we were swamped in sausage rolls and beer. Lovely it was, and I'm delighted that the BSOC rose to the occasion and eat everything except Ivan Holmes's trousers and the film projector. In fact there was an ugly scene over the last sausage roll when Lee Drummond beat me to it.

To close the night we saw Castrols fine production on the recent Castrol International Rally, it must be in the top half dozen rally films I've seen, and knocks the rubbish produced by Nippon car makers into a cocked hat.

Three cheers for beer and sausage rolls and three cheers for CASTROL.

---

### New Members

A warm welcome is extended to the following new members ...

Rod Mackay .....	Yeronga
Barry Meller .....	Kedron
Doug Munsie .....	Chermside
Darryl Robinson .....	Chermside
Andrew Stewart .....	Wynnum
Chuck Wilcox .....	Mudjimba Beach

### Bathurst 1978

Ipswich West Moreton Auto Club are again running a bus to Bathurst this year. The bus leaves on Friday afternoon and returns Monday morning. The overall cost is \$40, which includes accomodation at a scout hall in Bathurst. Anyone wishing to know more about the trip can contact either Jim Guest on 281 6202 or Peter Coghlan on 281 9807. Sleeping bags or similar bedding is required.

---

### BSCC - 25th Anniversary Dinner

I was reminded of that Ugly Dave Grey telly ad when I arrived at the Amber room; all those familiar faces on unfamiliar, elegantly attired bodies.

With some discreet jostling we found a place amongst these familiar faces (and a number that were less familiar). A total of 86 members, old members and guests were present, sipping sherries, savouring savouries, and generally mingling in a group that could best be described as cosy. Special guests present included Don Thompson, the "father" (or is it grandfather?) of the C A M S ; John Keefe, the CAMS current boss; Clem Jones, past patron of the club ( I believe he may also be known through other organisations) and Bernie Moy Queensland President of CAMS.

Once seated, we realised that this was going to be quite an occasion; starched tableclothes, printed place names and little red linens party hats for everyone (I was disappointed when people began unfolding their hats to protect their clothes).

The meal was excellent; entree of seafood cocktail followed by a choice of veal or duck a'la orange. Our digestion of all this was aided with drinks to our choice (the cunning ones saw the value in such drinks as Jim Beam and Coke). I am assured that dessert and "afters" were also first rate but my recollections of the latter part of the evening becomes more difficult.

The special guests, along with clubmembers Mike Chapman, Allan Lawson and Hank Kable either proposed or responded to a number of toasts throughout the evening. Their variety in style and wit entertained the masses. Ex patron Clem Jones was fullsome in his praise of the magazine, a feeling I'm sure we all stoicly reciprocate. The titles of the serious toasts elude me now but then I am not sure that they were all relevant to the spoken word.

With the formalities over, the dinner music combo increased its beat and the more primitive urges of the diners began to assert themselves. It suffices to say that it seemed a very happy crew that staggered out to their waiting taxis in the early hours of Saturday morning. (For those who would like to find out what really did go on I hear rumours that a cheaper, less formal celebration of the clubs Silver Anniversary is planned. I wonder what we can do for the 26th ?)

Peter Marshall

---

The club has received a plea for assistance from the President of the Southern Cross International Rally:

Having not gained the help of a major sponsor, the club is really up against the wall to provide an event worthy of its World Championship status, so if a team from the BSCC could get together then phone Dennis Brown at 208 3831 (home) or 208 4587 (work)

---

Need a navigator for the John Humphrey Rally in August ?

Contact:

Gerard Byrne  
14 Briarfield st  
Mundingburra  
Townsville 4812  
077 79 2208 (Home)  
077 72 2744 (Work)

---

For those members not Off Road inclined the I.W.M.A.C. have invited us to another of their fun Economy Runs on July 23rd - on the last one I spent all day in top and averaged 60.5mpg and the winner in another Civic averaged well over 100 mpg (!) Phone our honourable Secretary for more details.

Round 4 of the Queensland Motorkhana Championship is being organised by the Queensland Motor Racing Officials Club at Beatty Rd, Archerfield starting at 9am on July 30th - come along for a look.

Round 3 of the Queensland Rally Championship, and the final round of the G P Cars/Cibin Clubmen/Novice championship, is the John Humphreys Rally to be organised by the Darling Downs Sporting Car Club on 5-6 August 1978. The event will start from Humphrey Leyland in Herries St, Toowoomba at noon on Saturday 5th August. A comprehensive spectator guide will be available giving details of viewing points throughout the rally, these will be available at the start, the division break at Blackbutt, and those people wishing to travel directly to Blackbutt may contact the Secretary of the event the week before it is run for details (Peter Young 076 327047 A/H).

Neil Howard will be running the clubs Bingo Night on Wednesday 2nd August at the clubrooms, bring a few 20 cent pieces and enjoy a family night at the clubrooms boozing Charley Blake.

Being last years winners the Renault Car Club have the honour of arranging this years Interclub Motorkhana, Doubtless Knees will be chasing round organising volunteers, details of venue are unknown at present. It will be run on 13th August.

20th August will see the annual running of the MGCC Paraquad Rally - a worthwhile charity event and a good run as well, regulations will be out soon.

Also MGCC is the closed hillclimb at Mt Cotton on 3rd September, Alan McConnells photo's of the last one looked desperate so go along if only to spectate.

Brisbane Sporting Car Club

Queensland Championship Motorkhana

Sponsored by ...

Windscreens O'Brien

Toombul Shopping Town

Kaiser Stuhl Wines

Sunday June 11th 1978

Once again our annual bitumen Motorkhana was blessed with plenty of mobile fresh air, it blew hither and it blew thither, scattering markers and leading to extravagant penalties if our eyes could be believed. But did the organising committee let this fluster them.....yes !

Mrs Smith was entered in the family Civic with Henry Ryman also using the car, and supplying the bald tyres necessary for the occasion. Meanwhile I was in the results tent trying to provide an instantaneous service, to assist me I'd borrowed my nieces scooter - rushing around Toombul's large expanse of bitumen for the use of - however on the day I found the rear tyre flat so the large crowd of onlookers missed an incredible sight. What they didn't miss was the crumple of metal as the Renault Car Clubs Trevor Garbett upended his Renault 12. Back in the early sixties I navigated for a bloke in a Triumph Herald and that swore me off of swing axles for life, Trevor suffered just a bit too much of the dreaded tuck-unders and suffered the consequences.

Three ladies entered, Noelle Heales (but there again so does Rexona) is well known for giving little squeals and this day was no exception, only it wasn't Lee's cold hands that were the culprit but his stressed Mazda. And of course the aforementioned TIMS who has a kind of forbidding beauty, like a glass of XXXX the other side of a freeway. Last but by no means least, tall, blond and beautiful Glynnis Glenais Gluinness Mrs Sutherland in the Renault based special. Now for the males entered, a far less interesting and motley crowd. In class F we have four contestants, Lindsay Sutherland in his special and Glen Carpenter and the McConnells in the 'Hall cupboard' special. In class A Neil and Adrian Taylor both in demo Civics. Ian Fink had his VW in class B and Lee Drummond was in class C.

During the morning we had four tests quickly run off two at a time, but the increasing wind strength restricted us to one at a time in the afternoon. This slowed things up considerably and it was almost dusk when we packed up our tent. The lunchtime results sheet was well received but the final sheet was produced so late (but only minutes after the last car had finished) that most people had scuttled off home. Our biggest successes of the day were the class wins by Mrs Sutherland, Adrian Taylor and Lee (knees) Drummond. I can understand why Adrian wins, and Mrs Sutherland should win on looks alone, but I don't understand how knees gets his unwieldy barge about.

I didn't enter this event because I thought that the chances of me tipping over were quite good. How many other prospective entrants were frightened off by this ?

Results - next page



Times of interest to BSCC members ....

Overall Pos., Name, Class, Time, Class Pos.

Test 1					Test 2				
1	P Griffin	F	18.1	1	1	G Wolak	F	27.0	1
6	G Carpenter	F	20.2	6		P Griffin	F	27.0	1
7	A Taylor	A	20.3	1	= 3	A McConnell	F	29.0	3
9	L Sutherland	F	20.8	8		G Carpenter	F	29.0	3
=11	K McConnell	F	21.2	9	5	L Sutherland	F	29.1	5
	L Drummond	C	21.2	1	= 7	K McConnell	F	29.5	7
14	A McConnell	F	21.3	10	=12	G Sutherland	F	30.0	2
22	I Fink	B	22.5	2		N Taylor	A	30.0	2
=32	N Heales	L	23.9	6		A Taylor	A	30.0	2
34	G Sutherland	L	24.5	7	17	TIMS	L	31.0	3
35	TIMS	L	24.9	8	26	N Heales	L	33.3	6
36	N Taylor	A	26.5	8	32	I Fink	B	35.0	3
					36	L Drummond	C	42.7	3

Positions after two rounds

1	P Griffin	F	45.1	1	19	G Sutherland	L	54.5	2
4	G Carpenter	F	49.2	4	=25	TIMS	L	55.9	6
6	L Sutherland	F	49.9	6	27	N Taylor	A	56.5	7
= 7	A McConnell	F	50.3	7	29	N Heales	L	57.2	8
	A Taylor	A	50.3	1	31	I Fink	B	57.5	3
9	K McConnell	F	50.7	8	34	L Drummond	C	63.9	3

Test 3

1	K McCloy	F	29.9	1
6	L Sutherland	F	35.5	6
7	A Taylor	A	35.8	1
=11	I Fink	B	37.0	1
14	L Drummond	C	37.3	1
=18	G Carpenter	F	40.0	9
=22	G Sutherland	L	40.8	3
25	N Heales	L	41.7	4
=26	TIMS	L	41.9	5
	N Taylor	A	41.9	7
30	A McConnell	F	45.5	10
34	K McConnell	F	48.0	12

Test 4

1	G Wolski	F	27.2	1
4	L Sutherland	F	29.3	4
5	K McConnell	F	29.4	5
9	A McConnell	F	31.2	7
10	A Taylor	A	32.1	3
12	N Taylor	A	32.5	4
=15	L Drummond	C	34.1	1
=21	G Carpenter	F	35.7	11
27	G Sutherland	L	38.6	3
30	TIMS	L	39.8	5
33	N Heales	L	41.4	8
36	I Fink	B	49.1	3

Positions at the lunch break

1	P Griffin	F	104.2	1	20	N Taylor	A	130.9	5
4	L Sutherland	F	114.7	4	23	G Sutherland	L	133.9	2
6	A Taylor	A	118.2	1	25	L Drummond	C	135.3	2
12	G Carpenter	F	124.9	8	27	TIMS	L	137.6	5
15	A McConnell	F	127.0	10	30	N Heales	L	140.3	7
=17	K McConnell	F	128.1	11	32	I Fink	B	143.6	3

Test 5

1	G Wolski	F	27.6	1
6	L Sutherland	F	31.5	5
7	G Carpenter	F	32.3	6
9	A Taylor	A	33.4	1
12	N Taylor	A	35.1	3
=18	L Drummond	C	38.0	2
22	G Sutherland	L	39.5	2
24	K McConnell	F	41.0	11
26	A McConnell	F	42.3	12
28	N Heales	L	44.7	4
32	TIMS	L	48.7	7
33	I Fink	B	51.1	3

Test 6

1	G Wolski	F	16.7	1
5	A McConnell	F	17.7	5
= 6	K McConnell	F	17.8	=6
	G Carpenter	F	17.8	=6
11	N Taylor	A	19.0	1
16	I Fink	B	19.7	2
17	L Sutherland	F	19.8	11
18	L Drummond	C	19.9	1
=22	G Sutherland	F	21.0	2
=28	N Heales	L	22.7	5
30	TIMS	L	23.0	6
32	A Taylor	A	24.8	7

### 3 Positions

1	P Griffin	F	150.6	1	16	A McConnell	F	187.0	11
5	L Sutherland	F	166.0	5	22	L Drummond	C	193.2	2
8	G Carpenter	F	175.0	8	24	G Sutherland	L	194.4	3
9	A Taylor	A	176.4	1	29	N Heales	L	207.7	5
13	N Taylor	A	185.0	3	30	TIMS	L	209.3	6
15	K McConnell	F	186.9	10	34	I Fink	B	214.4	3

### Test 7

1	G Wolska	F	22.3	4
3	A McConnell	M	22.7	3
6	G Carpenter	F	23.5	5
9	A Taylor	A	24.4	1
11	L Drummond	C	24.8	1
=12	N Taylor	A	24.9	2
16	I Fink	B	25.8	2
20	TIMS	L	27.4	2
23	G Sutherland	L	27.8	3
26	N Heales	L	28.5	5
=28	K McConnell	F	29.4	9
34	L Sutherland	F	47.5	13

### Test 8

1	P Griffin	F	18.5	1
2	L Sutherland	F	18.7	2
3	L Drummond	C	19.0	1
= 5	A McConnell	F	19.5	3
= 9	N Taylor	A	20.6	=4
=14	A Taylor	A	22.0	=6
=19	G Sutherland	L	24.3	2
	K McConnell	F	24.3	9
22	N Heales	L	25.9	4
30	TIMS	L	29.7	6
32	I Fink	B	32.7	3
33	G Carpenter	F	34.0	13

### Results

1	P Griffin	F	191.5	1	17=	L Drummond	C	237.0	1
7	A Taylor	A	222.8	1	18	K McConnell	F	240.6	11
10	A McConnell	F	229.2	7	23	G Sutherland	L	246.5	1
11	N Taylor	A	230.5	4	29	N Heales	L	262.1	5
12	L Sutherland	F	232.2	8	30	TIMS	L	266.4	6
13	G Carpenter	F	232.5	9	33	I Fink	B	272.9	3

### Clubnight Wed 31st May

I'm always keen on praising something that is out of the ordinary and well done, but last month I forgot to say what a splendid effort our Club President made for us all. While you were at home trying to watch the "Castrol International" on the television, amidst the usual interruptions of the phone, doorbell and the cat being sick on the carpet, a small, select group of BSCC people were lounging around the clubrooms looking at the television in perfect comfort. Allan Lawson had arranged with VISIONHIRE for us to have a colour set for the night. So we saw that finest of all ABC productions in a good crowd with no crowding.

Owing to a dearth of members the General Meeting was a bit quiet. I was asked to comment on the magazine, but what could I say? except that I was sorry.

And talking of VISIONHIRE I just heard that this year we will have a "Hardie - Ferodo party with Visionhire" during the running of the annual classic in October. They'll be sweeps every hour with the prize going to the person holding the leading car, plus food and a drop of the amber fluid - should be a great day.

Strong rumours are about, that a world class Australian rally driver will be coming up to Queensland soon to host a rally drivers school for us. The school will be restricted to about 20 applicants and the BSCC get first refusal. Costs will be reasonable and those interested should phone Dennis Brown to get on the list after TIMS and Big Ed.

One memory of this event does loom rather large. We were tripping through the forest during the second division, when we came across a competitors car stuck by the side of the road with the crew standing alongside. We didnt know them, and there was no blood but for some unknown reason The Incredible Mrs Smith decides to stop. So we came to a halt, a bloke stuck his head in and said to TIMS "We've broken a stub axle", I can say with all honesty that TIMS wouldnt know a stub axle if it shook her warmly by the hand, so she looked nonplussed and the only response she could think of was her well known impersonation of our Honourable Secretary :- "Yee-s-s-s".

We were running at number 36 halfway through the field, and we seemed to see an awful lot of shunts and offs. On one 90 left there were two rolled cars. These are very inconvenient as the sight of bent bodywork and a kneeling priest lowers our already "steady" rate of knots, to the state where I seriously consider dangling a carrot from the front of her helmet.

Not being of a voluptuous build, especially wearing a jumper and with a helmet on, everybody we didnt know thought my wife was a bloke. They'd stick their heads in, say, "Howyewfellasgoin" and when this falsetto, Edna Everage voice piped up "Lovely thank you" I always got a queer look (if you catch my drift).

Every year we have to face the trial of the control run by the BSCC's larrakin proportion. This year Dennis Brown, Chris Goodreid, Peter Marshall plus a score of others picked up the rear of the Civic and turned us round. We ended up sitting in the ditch hemmed in by a competitor and the control board, while I endeavoured to get into my wifes thick nut the information that we could leave.

One piece of route we visited twice was listed as "Soft surface" so the first time we changed down and charged the spot, only to find that the rains had washed away the loose stuff leaving quite a deep hole. We shuddered out the other side after a teeth jarring bump. The second time we fell into the same trap, only TIMS had warmed up so we were going faster, and the hole was deeper owing to the attentions of 60 odd cars. The resulting crash bent the rear sumpguard bolts like bananas, my helmet hit my nose and TIMS helmet fell over her eyes. I cant think why the front struts didnt spread or come up through the wings.

On the whole the event was far smoother than last year, even the lunar landscape near the water tank was reasonably flat. As on every event there were those complaining about how rough it was - they must have been joking.

Last year when TIMS didnt know her head from her elbow we were 32nd. This year she was twice as quick, we were caught a lot less than in 1977, and we came 36th - I bet Michele Moutoun never has this problem.

We really like the Kriticos each year, close to home, finishes at a sensible hour, always a good crowd and competant organizing.

Well done The Queensland Light Car Club

Times of selected competitive sections which will be of interest to BSCC members .... (Position O/A, crew, car, time, class position)

Division 1 Sec 4

= 9	Ovens/McKewen	Mazda	1	=6
	Thomson/McNeil	Torana	1	=6
	Trost/Trevethan	Torana	1	=6
	Baker/Kanofski	Torana	1	=6
	Cross/Ambrose	Datsun	1	=6
	Harvey/Bell	Datsun	1	=6
	McMahon/Tegg	Escort	1	=4
	Kelly/Fisher	Galant	1	=4
	Walker/Perry	Triump	1	=4
	Law/Smith	Toyota	1	=4
	Kabel/Kabel	Mazda	1	=4
	Gardner/Bentle	Mazda	1	=1
	Miller/Clair	Mazda	1	=4
=49	TIMS/Big Ed	Civic	2	=21
	Milner/Milner	Cotrin	2	=21
	Conder/Herdy	Mazda	2	=21
=57	Wright/Madjeric	Cortin	3	=27

Division 1 Section 6

= 4	Ovens/McKewen	Mazda	2	=4
= 8	Baker/Kanofski	Torana	3	=8
	Gardner/Bentley	Mazda	3	=1
=14	Cross/Ambrose	Datsun	4	=10
=21	Kelly/Fisher	Galant	5	=6
	Kabel/Kabel	Mazda	5	=6
	Miller/Clair	Mazda	5	=6
=28	Wright/Madjeric	Cortina	6	=12
=33	TIMS/Big Ed	Civic	8	=14
	Conder/Herdy	Mazda	8	=14
=37	Thomson/McNeil	Torana	9	=20
44	Walker/Perry	Triumph	12	=21
=47	Law/Smith	Toyota	18	=22
49	Trost/Trevethan	Torana	23	=23
54	Harvey/Bell	Datsun	39	=25
57	Milner/Milner	Cortin	59	=28

Division 1 Section 8

= 3	Miller/Clair	Mazda	3	= 2
=10	Ovens/McKewen	Mazda	4	= 6
	Baker/Kanofski	Torana	4	= 6
=13	Harvey/Bell	Datsun	5	=13
=26	Thomson/McNeil	Torana	6	=17
	Trost/Trevethan	Torana	6	=17
	Milner/Milner	Cortina	6	=10
	Kelly/Fisher	Galant	6	=10
	Gardner/Bentley	Mazda	6	= 2
=34	Cross/Ambrose	Datsun	7	=19
	Wright/Madjeri	Cortina	7	=15
=38	Law/Smith	Toyota	8	=16
	Kabel/Kabel	Mazda	8	=16
=45	Conder/Herdy	Mazda	10	=20
=48	TIMS/Big Ed	Civic	12	=22
52	Walker/Perry	Triumph	23	=25

Division 1 section 12

= 1	Harvey/Bell	Datsun	0	= 1
= 6	Ovens/McKewen	Mazda	1	= 6
	Gardner/Bentley	Mazda	1	= 1
	Miller/Clair	Mazda	1	= 1
=12	Trost/Trevethan	Torana	2	= 9
	Baker/Kanofski	Torana	2	= 9
=21	Kelly/Fisher	Galant	3	= 7
=26	Wright/Madjeric	Cortina	4	=16
=31	Walker/Perry	Triumph	5	=12
	Kabel/Kabel	Mazda	5	=12
=35	Cross/Ambrose	Datsun	6	=19
	Milner/Milner	Cortina	6	=19
	Law/Smith	Toyota	6	=19
=39	TIMS/Big Ed	Civic	7	=16
	Conder/Herdy	Mazda	7	=16
51	Thomson/McNeil	Torana	68	=24

Division 1 Results

4	Ovens/McKewen	Mazda	8	3
= 6	Baker/Kanofski	Torana	10	= 5
	Miller/Clair	Mazda	10	= 2
20	Kelly/Fisher	Galant	15	8
=21	Cross/Ambrose	Datsun	18	=13
=23	Kabel/Kabel	Mazda	20	= 9
=25	Wright/Madjeric	Cortina	22	=11
29	Conder/Herdy	Mazda	30	=14

=30	Trost/Trevethan	Torana	32	=16
33	TIMS/Big Ed	Civic	33	=15
37	Law/Smith	Toyota	37	=18
=41	Gardner/Bentley	Mazda	43	=3
=43	Harvey/Bell	Datsun	45	=20
45	Walker/Perry	Triumph	46	=21
51	Milner/Milner	Cortina	76	=25

Division 2 Section 2

= 2	Miller/Clair	Mazda	1	= 1
=10	Ovens/McKewen	Mazda	2	= 7
	Trost/Trevethan	Torana	2	= 7
	Baker/Kanofski	Torana	2	= 7
	Harvey/Bell	Datsun	2	= 7
	Gardner/Bentley	Mazda	2	= 1
=24	Cross/Ambrose	Datsun	3	=16
	Milner/Milner	Cortina	3	= 8
	Kelly/Fisher	Galant	3	= 8
	Wright/Madjeric	Cortina	3	= 8
	Kabel/Kabel	Mazda	3	= 8
=38	TIMS/Big Ed	Civic	4	=17
	Walker/Perry	Triumph	4	=17
	Law/Smith	Toyota	4	=17
=44	Conder/Herdy	Mazda	5	=21

Division 2 Section 4

= 5	Harvey/Bell	Datsun	1	= 5
= 9	Ovens/McKewen	Mazda	2	= 8
	Gardner/Bentley	Mazda	2	= 1
	Miller/Clair	Mazda	2	= 2
=15	Trost/Trevethan	Torana	3	=12
	Baker/Kanofski	Torana	3	=12
=23	Cross/Ambrose	Datsun	4	=17
	Milner/Milner	Cortina	4	= 8
	Kelly/Fisher	Galant	4	= 6
=31	Wright/Madjeric	Cortina	5	=11
	Law/Smith	Toyota	5	=11
	Kabel/Kabel	Mazda	5	=11
=37	Walker/Perry	Triumph	6	=16
=42	Conder/Herdy	Mazda	7	=20
=45	TIMS/Big Ed	Civic	8	=22

Division 2 Section 6

= 1	Ovens/McKewen	Mazda	0 = 1
	Harvey/Bell	Datsun	0 = 1
=10	Trost/Trevetha	Torana	1 = 9
	Cross/Ambrose	Datsun	1 = 9
	Gardner/Bentle	Mazda	1 = 1
	Miller/Clair	Mazda	1 = 2
=20	Kelly/Fisher	Galant	2 = 6
	Kabel/Kabel	Mazda	2 = 6
=28	Baker/Kanofski	Torana	3 =15
	Law/Smith	Toyota	3 =11
=36	TIMS/Big Ed	Civic	4 =14
	Milner/Milner	Cortina	4 =14
=38	Wright/Madjeri	Cortina	5 =16
	Conder/Herdy	Mazda	5 =16
=45	Walker/Perry	Triump	7 =22

Times for Division 2

= 4	Harvey/Bell	Datsun	3 =4
=7	Ovens/McKewen	Mazda	4 =7
	Miller/Clair	Mazda	4 = 1
=11	Gardner/Bentley	Mazda	5 = 1
=14	Trost/Trevethan	Torana	6 =12
=19	Baker/Kanofski	Torana	8 =15
	Cross/Ambrose	Datsun	8 =15
=23	Kelly/Fisher	Galant	9 = 5
=26	Kabel/Kabel	Mazda	10 = 7
=29	Milner/Milner	Cortina	12 = 9
=32	Wright/Madjeric	Cortina	13 =12
	Law/Smith	Toyota	13 =12
=35	TIMS/Big Ed	Civic	16 =15
=40	Conder/Herdy	Mazda	17 =18
=42	Walker/Perry	Triumph	19 =20

Results

1	Clark/McLoughlin	Mazda	5 = 1	26	Trost/Trevethan	Torana	38 = 15
= 4	Ovens/McKewen	Mazda	12 = 4	32	Conder/Herdy	Mazda	47 = 13
= 6	Miller/Clair	Mazda	14 = 1	=33	Harvey/Bell	Datsun	48 =18
14	Baker/Kanofski	Torana	18 = 11		Gardner/Bentley	Mazda	48 = 1
17	Kelly/Fisher	Galant	24 = 5	36	TIMS/Big Ed	Civic	49 =14
=18	Cross/Ambrose	Datsun	26 =13	=37	Law/Smith	Toyota	50 =15
23	Kabel/Kabel	Mazda	30 = 9	41	Walker/Perry	Triumph	65 = 19
25	Wright/Madjeric	Cortina	35 = 11	46	Milner/Milner	Cortina	88 = 23

Off - Road Night June 21st

Arriving halfway through a filmshow at the clubrooms is, at the moment, rather fraught, as the films are shown on the wall next to the door. We walked in to find a flickering light, and sixty pale intent faces turned towards us. It was just like being interrogated by the KGB, I would have instantly confessed but the only thing to which I can bear witness is my own genius, and we've heard quite enough about that already. The film on the wall was "On any Sunday", and despite the leers and nudges from the weaker inte lects, it transpired to be about an awful lot of chappies on motorbikes. Very nice photography though, however being early risers we had to leave before it finished so we never did find out Who Dun It, personally I think it was Steve McQueen with his chopper. Nice one lads.

After the stuppendous success we had in selling Jeff Beatty's ghastly old gearbox this month we have FOR SALE .....

1 (one only at this price - or any other price for that matter) 1300 Ford Escort motor. A non-sparkling unit that has been described as "Very Tired" - the ideal gift for somebody your not fond of. The motor is complete but minus a few appendages, it has OVERSIZE INLETS (whether by design or sheer old age wasnt made clear) -- this prestigious block could be yours by phoning Mr McMahon (Mack - Marn) on 221 6992 during business hours, TO THINK ALL THIS COULD BE YOURS FOR ONLY \$100

Wanted      Wanted      Wanted      Wanted      Wanted      Wanted  
Galant Peter brakes wants some Marshall for his disks....  
So if you've got any Galant Disk Brakes phone....  
Peter Marshall at 202 6932

Big Eds Column

Have you noticed that when a woman is famous the "Little Man" gets shoved well into the background, yes? well we've all heard of Antony and Cleopatra but they weren't even married, how about Mr Curie, Mr Fontaine, Mr Sutherland (give us a song Lindsay), Mr Nightingale or Mr Nelly-Melba?

Your classic case of course was old Shelley the poet. There he was sipping a hot toddy, writing little bits about birds and flowers on the back of his pools coupon with a pencil stub, when Mrs Shelley puts down her chipped enamel William IV coronation mug and says "Here our Bert, I don't arf fancy writing a book", so he gives her a condescending smile, a quill pen and a bit of old newspaper and within two candles she's written "Frankenstein", so poor old Mr Shelley is condemned for the rest of his life to opening doors for her at bleeding literary luncheons, not only that but he'd be pointed out in the street as "Mr Shelley, husband of the famous authoress" and this mark you was in the Victorian era when a male ego was a male ego and no mistake, none of your unisex clothes and attitudes, women who were 'quality' were pretty things only good for running a complicated household, whilst man the mighty hunter went out each day and underwrote insurances and similar exciting businesses. Poor old Shelley, a superior intellect trapped by cheap sensationalism.

And now horribly, I find myself caught in the same vicious circle, "TIMS the well known rally driver", winner of \$20, a trophy and a hairperm in only her first years competition, the centre of attention while I remain hovering on the edge of the scene, a part of the crowd but not in it. Little did I know when I filled in the entry form for last years "Kriticos Rally" that on this years event I would be warmly greeted as "Mrs Smiths husband", victorian ego and all. I may as well get used to taking a back seat - especially if she continues skating muddily over major roads and into the ditch opposite, the backseat will be the safest place to be. However there will always be a place for me at home - I'm the only one who can open new tomato sauce bottles.

In conclusion let me make poor old Kipling turn in his grave :-

Well its TIMS this, and TIMS that,  
and TIMS you are the one.  
But they'll call a different tune,  
when theres typing to be done,  
Typing to be done me boys,  
typing to be done.

---

Remember that if you have any old books I'd like them, the following volumes are banned :- Readers Digest, National Geographic, R D Condensed Books, Encyclopedias and text books. If I have one more outraged housewife say to me "But this text book of my sons cost me \$12" I shall scream. I pay a fair price dependent not on the books you wish to dispose of but how easily intimidated you are, any member who fancies a laugh can usually find me on fine Sundays (when theres nothing on) at the Kingston Discount Village flea market - never a dull moment, this is where I dispose of all my "Lurid" paperbacks (ask to see my specials under the counter). Can I interest anybody in "Bikie Girl" or "Lusty and wanton", the plots a bit thin but I can recommend the well thumbed pages.

COMING EVENTS

Wed	19 July	Off-road night at the clubrooms
Sat	22 July	Progressive Dinner - see details in the Magazine
Sun	23 July	Closed off-road event
		I.W.M.A.C. Total K.M. Fuel Sales Economy Run - BSCC invited
Wed	26 July	Expert night run by Simon Kabel
Sun	30 July	QMROA Queensland Motorkhana Championship - Round 4
Tue	1 Aug	Committee meeting, 7.30 pm
Wed	2 Aug	Bingo night at the clubrooms
Sat	5 Aug	DDSCC Humphrey Leyland Rally (QRC 3)
Tue	8 Aug	Off-road Sub-Committee Meeting
Wed	9 Aug	Novice night run by Evan Holmes & Charlie Blake
Sun	13 Aug	RCCQ Interclub Motorkhana
Tue	15 Aug	Rally Sub-committee meeting
Wed	16 Aug	Off-road night at the clubrooms
Sun	20 Aug	MGCC Paraquad Rally
Mon	21 Aug	Social Sub-committee meeting
Wed	23 Aug	Expert night run by Noelle Heales
Sat	26 Aug	QMSC Open Rally
		RCCV Marchal Rally (ARC 5)
Sun	27 Aug	Surfers Paradise races
Wed	30 Aug	General Meeting at the clubrooms, 8.00 pm
Sun	3 Sept	MGCC closed hillclimb - BSCC invited
Tue	5 Sept	Committee meeting, 7.30 pm
Wed	6 Sept	Official opening of the re-decorated clubrooms