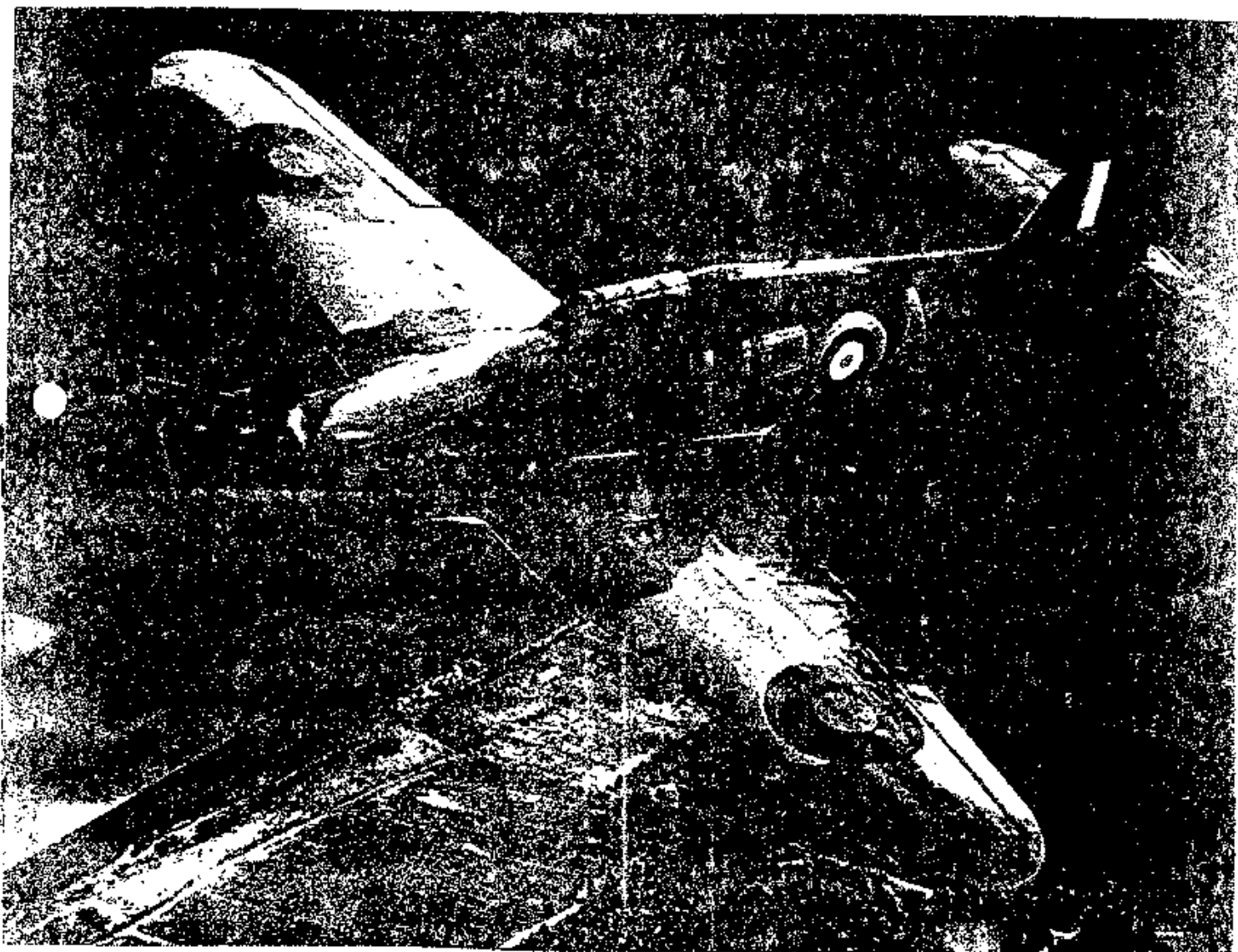


Brisbane Sporting Car Club

» MAGAZINE «

CAMS AFFILIATED

PRICE 20c



AUGUST 1978

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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 QLD 4101

CLUBROOMS

BSCC clubrooms are located on the corner of Reid and Hawthorne Streets, Woollongabba, 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

AUGUST - 1978

Editorial

Once again the Editor must disassociate the long suffering BSCC from the views expressed below.

All the different facets of organisation are particularly thankless, and even the rewards metered out after months of hard work have an unsatisfying stereotyped quality about them. Of course there are exceptions, last year before the BP Off Road event at Goondiwindi, "Auto Action" was saying it would be a fiasco but after the event they declared it to be the best thing since Racquel Welch, and this must have made very good reading for Director Garry Connolly. But surely the most thankless task is to be a Scrutineer. All competitors approach scrutineering with a dread of having either not noticed a defect, or having forgotten something, and one feels no great warmth for the man doing the checking.

One such man is Noel Gibson, and to perform his duties he has travelled, to my knowledge, to Biggenden, Stanthorpe, Toowoomba and all over Brisbane in the past six months alone. I don't know what stipend Scrutineers get for their services but I'd be surprised if it covered the cost of fuel alone. A thankless task done in determined fashion.

I have no axe to grind with Noel, we've always got on well, and indeed before the 1977 Kriticos he pointed out that one of my front struts was unscrewing itself, thereby possibly saving Mrs Smith's pretty neck. But I'm worried about his subjectivity, he always seemed to make life very awkward for Daryll Kelly (although I must admit that when it comes to being awkward my mate D K is a gold medal holder), and I'd very much like to hear his side of the Smallman/Garth exclusion on the Humphries Memorial Rally. I've only heard Lauries somewhat embittered story, but it does seem strange to exclude a car which, although it had rolled, was suffering from no mechanical defects and on which the bodywork was bent but not dangerous. In the past I have actually won an event following a roll, and as Roger Kimeklis will confirm I'm not very keen on continuing in the presence of foolhardy danger to myself or the public.

If rallying is getting to the state where any body damage automatically disqualifies the competitor then we'll have to take the sport out of the forests and onto the public highway, where it'll bore everybody to death, make Queensland the laughing stock of the rallying fraternity, and quietly fold up and die.

Big Ed

This Months Cover

A Hawker Hurricane to remind us that September is Battle of Britain month, and if it hadn't been for the 2543-British, 147-Polish, 101-New Zealanders, 94-Canadian, 87-Czech, 29-Belgian, 22-South African, 22-Australian, 14-Free French, 10-Irish, 7-United States, 2-Southern Rhodesian, 1-Jamaican and 1-Palestinian who fought then I wouldn't be here to write this and you wouldn't be here to read it.

The average death ratio to combatants was 17.2%, but no less than 63.6% of the Australian participants were killed, and that's guts.

Major Forthcoming Events

September 23rd - 24th Yokohama Tyres Warana Festival Rally

The Yokohama Tyres - Warana Festival Rally 1978 is shaping up well on all fronts.

The event is once again sponsored by Yokohama Tyres Qld. Pty. Ltd. with assistance from The Warana Festival.

Starting at the Chermside Shopping Centre, then on to special Spectator sections at Kallangur and further North. Promotion of additional award sponsors will also be a keynote of the event with the "Recharge" Special Stage a highlight.

Yokohama Tyres have increased their support by 50% over last year and all classes of competitors will benefit from the distribution of awards.

Road Director, Chris Goodreid, and Assistant Director Warren McKewan are working hard to select a suitable course challenging enough for this 4th round of the Q.R.C.

We need help with :-

- Heaps of spectators
- Control Officials
- Officials for start
- Officials for spectator parking
- "O" cars
- Sweeper cars

DONT FORGET 23rd/24th SEPTEMBER 1978

Please phone Chris Goodreid on 355 6016
Fred Thompson on 285 2007

To put your name on the list of helpers for this GREAT EVENT (Wot O its me, I want a ride on this (Navigating for 15 years done half a million events), any offer accepted, first come first served. B.E.)

October 7th - 8th BP Off Road 400

Last year I was privileged to be timing the running of what proved to be an instant classic - The 1977 BP Off Road event at Goondiwindi.

Well this year the loose ends (What small ones there werer) are all being tied up and a really thrilling event is in store for competitor, official and spectator.

The event is held on the 'Kinden' property but nobody arriving in Goondiwindi on the 7th will have any difficulty in finding the venue.

Spectators will be able to camp on the property and have a bus service that will run them around the course to different vantage points.

Event Director Garry Connolly wants volunteers to help, and especially people who can go down on Friday the 6th to help set the course out.

Come on you lazy lot, its a fine weekend, bring plenty of bags along for your rubbish and ring Garry on 221 6899 (Bus. hrs)

New Members

A warm welcome is extended to the following people who became members of the Brisbane Sporting Car Club this month:

Warren Blackbourne	.....	Warangba
Chris Boulsover	.....	Annerley
David Dunn	.....	Peregian Beach
Peter Ford	.....	The Gap
Burt Goostrey	.....	Sandgate
Allan Hunt	.....	Ekibin
Barry Macfarlane	.....	Aspley
Alan Marshall	.....	Coochie Mudlo
Don Rea	.....	Oxley

Novice Night Run - August 9th

This was a rather smart little event organised by Peter Marshall at short notice, however the interest of the members wasn't there and only 4 crews started. Perhaps a short reminder to new members that the only thing required for a night run are, a friend, torch and pencil.

1	Richard McCole/Paul Burgin	5
2	Noelle Heales/Paul Cadell	10
3	Johr Blake/Jennie Wyles	15
4	Tony Kabel/Mark Healon	30

Latest Off Road Event at Oxenford

Cor blimey wheres me bleeding reports then, am I Puck that I can encircle the globe in 40 minutes? As an appetite wetter for the reports that must surely follow I append the following results:

Lap 1

1	Wolfe/Baker	19.49
2	MacFarlane/MacFarlane	20.46
3	Bond/Bond	21.01
4	Blackburn/Van Doore	21.04
5	Watkinson/Goostrey	21.53
6	Chadwick/Chadwick	21.54
7	Hunt/Hunt	22.13
8	Loy/McCreery	22.15
9	Cadell/Heales	22.43
10	Wilcox/Dunn	23.07
11	Croucher/Schmied	27.13
12	White/Taylor	28.07
13	Tegg/McMahon	35.06
14	Roser/Roser	62.50
15	Wilton/Norris	70.16

Lap 2

1	Wolfe/Baker	19.38
2	Macfarlane/MacFarlane	20.16
3	Blackburn/Van Doore	20.32
4	Wilton/Norris	20.42
5	Watkinson/Goostrey	20.57
6	Bond/Bond	21.01
7	Chadwick/Chadwick	21.32
8	Hunt/Hunt	21.55
9	Wilcox/Dunn	21.59
10	Cadell/Heales	23.48
11	White/Taylor	23.57
12	Loy/McCreery	28.35
13	Croucher/Schmied	30.09

Lap 3

1	Wolfe/Baker	19.33
2	MacFarlane/MacFarlane	20.07
3	Wilton/Norris	20.10
4	Croucher/Schmied	20.13
5	Blackburn/Van Doore	20.44
6	Watkinson/Goostrey	21.22
7	Chadwick/Chadwick	21.28
8	Bond/Bond	21.33
9	Cadell/Heales	22.20
10	Loy/McCreery	22.33
11	White/Taylor	22.49
12	Hunt/Hunt	24.15

Lap 4

1	MacFarlane/MacFarlane	19.49
2	Wilton/Norris	20.07
3	Wolfe/Baker	20.29
4	Bond/Bond	20.45
5	Blackburn/Van Doore	20.55
6	Watkinson/Goostrey	21.19
7	Loy/McCreery	22.06
8	Croucher/Schmied	22.10
9	Cadell/Heales	22.11
10	Hunt/Hunt	22.22
11	White/Taylor	22.25

Halfway

1	Wolfe/Baker	39
2	MacFarlane/MacFarlane	42
3	Blackburn/Van Doore	47
4	Bond/Bond	49
5	Watkinson/Goostrey	52
6	Hunt/Hunt	62
7	Cadell/Heales	63
8	Loy/McCreery	71
9	White/Taylor	75
10	Croucher/Schmied	80
11	Wilton/Norris	143

Lap 5

1	MacFarlane/MacFarlane	20.06
2	Wolfe/Baker	20.26
3	Blackburn/Van Doore	20.32
4	Croucher/Schmied	20.34
5	Bond/Bond	20.42
6	Wilton/Norris	22.14
7	Loy/McCreery	23.00
8	Hunt/Hunt	27.54
9	Cadell/Heales	29.18
10	White/Taylor	32.55

Lap 6

1	Croucher/Schmied	19.39
2	Bond/Bond	20.35
3	Blackburn/Van Doore	20.47
4	Hunt/Hunt	21.01
5	Loy/McCreery	21.09
6	Wilton/Norris	21.10
7	Wolfe/Baker	21.26
8	MacFarlane/MacFarlane	21.28
9	Cadell/Heales	35.32
10	White/Taylor	36.33

Lap 7

1	Croucher/Schmied	19.25
2	Wolfe/Baker	20.45
	MacFarlane/MacFarlane	20.45
4	Bond/Bond	20.47
5	Blackburn/Van Doore	20.54
6	Wilton/Norris	21.16
	Loy/McCreery	21.16
8	Hunt/Hunt	21.32
9	Cadell/Heales	21.52

Lap 8

1	Croucher/Schmied	20.41
2	MacFarlane/MacFarlane	20.43
3	Blackburn/Van Doore	20.45
4	Wilton/Norris	21.28
5	Loy/McCreery	21.33
6	Cadell/Heales	22.15
7	Wolfe/Baker	23.16
8	Hunt/Hunt	23.21
9	Bond/Bond	41.17

Results

1	MacFarlane/MacFarlane	89	1st	C1	1
2	Wolfe/Baker	91	2nd	C1	1
3	Blackburn/Van Doore	93	3rd	C1	1
4	Croucher/Schmied	121	1st	C1	2
5	Loy/McCreery	125	1st	C1	3
6	Hunt/Hunt	130	2nd	C1	3
7	Bond/Bond	136	2nd	C1	2
8	Cadell/Heales	161	3rd	C1	3
9	Wilton/Norris	196			

Fastest Laps

1	Croucher/Schmied	19.25
2	Wolfe/Baker	19.33
3	MacFarlane/MacFarlane	19.49
4	Wilton/Norris	20.07
5	Blackburn/Van Doore	20.32
6	Bond/Bond	20.35
7	Watkinson/Goostrey	20.57
8	Hunt/Hunt	21.01

9	Loy/McCreery	21.09
10	Chadwick/Chadwick	21.28
11	Cadell/Heales	21.52
12	Wilcox/Dunn	21.59
13	White/Taylor	22.25
14	Tegg/McMahon	35.06
15	Roser/Roser	62.50

	1	2	3	4	5	6
Wolfe/Baker	3	2	1			
Croucher/Schmied	3			2		
MacFarlane/MacFarlane	2	5				
Bond/Bond		1	1	2	1	1
Wilton/Norris		1	1	2		3
Blackburn/Van Doore			4	1	3	
Hunt/Hunt				1		
Watkinson/Goostrey						
Loy/McCreery					2	2
Chadwick/Chadwick					2	1
Cadell/Heales						1
						1

As I type this our Honourable Patron, the Hon D.J. Killen, is on 4QG with Howard Ainsworth selecting his Music Lovers Choice, some lovely choices of Haydn, Bach and G & S Jim, far better than the Scottish idiot the other week who started of my weekend with 1½ hours of bagpipe music.

Everybody gets there come-uppance eventually and here we have the bitter biter bit....

To The Editor

Dear Peter

I noted with interest your report on the Castrol Trade Night, held for the benefit of the club on June 23. You were kind enough to mention in your article that "it was a dsappointment not to see him (the Vice-President) amongst the thirty members who drove down....."

I may be taking the wrong implication from your article, but it seems to me that you were implying that because I was concerned, at the last General Meeting of the Club, that insufficient members would attend the function to warrent it being held, then it was my duty to make sure I was in attendance!

Excuse me for being so bold, but may I say that it would be more of a dsappointment that the remaining 240 Club members were unable to attend.

I am sure that it is a matter of great concern to those of us on the Committee, that so many of our functions are poorly attended. But surely, this doesnt mean that it is the responsibility of all those who are members of the committee to attend every single club activity. Many of us have families and find that it is not particularly fair to them to sacrifice additional nights at home for our selfish motor sporting pursuits.

You will recall that just one week after the Castrol function was our 25th Anniversary dinner, At the time of the Castrol Trade night I was spending a great many hours making sure that our 25th Anniversary Dinner was a success, Quite a few other members of the Committee were doing likewise.

As you would know all too well, the majority of the work done for the Club is left in the hands of a very small, but dedicated number of members.

So perhaps in future, we could all lend our efforts to encouraging the majority of members to at least participate in the functions that are arranged for them and work towards easing the burden on the fifteen or twenty people that do most of the work now.

Congratulations on your continuing success with the magazine.

Kindest Regards

Garry Connelly

(No names, no pack drill but thank goodness someone can write to me and not sign there letter with the ridiculous "Yours in Motor Sport" - B.E.)

Mein Gott Smith is in the muck this month - I've now received a letter from Trevor Garbett telling me that the last Renault to have a swing axle was the 1904 Paris - Madrid racer, and that somebody was very rude to him at the Toombul Motorkhana, no not to him, about him, which is far wopse. Naughty, Naughty chaps.

Closed Motorkhana - Mt Tamborine, 16 July

The rotary Mazda faction of the BSOC overran the closed motorkhana at Mt Tamborine showgrounds on Sunday 16th July. Five out of seven cars (eleven entrants) were rotary Mazdas - Noelle's R100, Lees RX2, Wayne Blacks RX2, Dale Paynes RX4, Boyds RX4. The other two cars - not really worthy of a mention alongside rotaries were Big Eds Honda and John Paynes Datsun.

The day alternated between sun, rain and wind. Big Ed drove frantically - flags on 3 wheels etc - in an attempt to achieve his life long ambition - to beat Lees special slippery diffed, tractor tyred motorkhana Mazda.

The event was superbly organized by Bev and Col Powell, ably assisted by Kerry Payne for the scoring. Kerrys Lancer didnt quite make the event after chasing, catching and caressing the rear of a Corona. Was it someone from the opposite sex

We all wondered what was in hand when TIMS and Big Ed sneaked off to the bushes - supposedly to discharge static electricity built up during the days competition. Well thats their story anyway ...

Six events were held in all with 3 goes at each event. In the end Big Ed dipped out to Lee as fastest for the day by 3.3 seconds, times were as follows ...

Noelle Heales

.. and very nice too (B.E.)

Position overall/ Driver/ Car/ Time/ Class/ Class Position

Event 1

1	Lee Drummond	Mazda	25.0	A 1
2	Big Ed	Civic	25.7	A 1
3	Peter Marshall	Civic	28.3	A 2
4	Wayne Black	Mazda	29.2	C 2
5	Noelle Heales	Mazda	30.2	L 1
6	Col Powell	Mazda	32.8	C 3
7	Wendy Marshall	Civic	33.5	L 3
8	Dale Payne	Mazda	33.7	C 4
9	John Payne	Datsu	36.2	B 1
10	TIMS	Civic	39.5	L 3

Event 2

1	Big Ed	Civic	26.6	A 1
2	Peter Marshall	Civic	27.6	A 2
3	Lee Drummond	Mazda	27.7	C 1
4	Col Powell	Mazda	29.1	C 2
5	Wendy Marshall	Civic	29.4	L 1
6	TIMS	Civic	30.8	L 2
7	Noelle Heales	Mazda	32.3	L 3
8	John Payne	Datsun	32.7	B 1
	Boyd Ovens	Mazda	32.7	C 3
10	Wayne Black	Mazda	32.8	C 4
11	Dale Payne	Mazda	34.3	C 5

Event 3

1	Lee Drummond	Mazda	29.1	C 1
2	Peter Marshall	Civic	30.5	A 1
3	Col Powell	Mazda	31.5	C 2
4	Big Ed	Civic	31.6	A 2
5	Wendy Marshall	Civic	33.4	L 1
6	Wayne Black	Mazda	33.6	C 3
7	TIMS	Civic	34.4	L 2
8	Boyd Ovens	Mazda	36.0	C 4
9	Noelle Heales	Mazda	36.1	L 3
10	John Payne	Datsu	36.2	B 1
11	Dale Payne	Mazda	37.7	C 5

Luchtime Positions

1	Lee Drummond	Mazda	81.8	C 1
2	Big Ed	Civic	83.9	A 1
3	Peter Marshall	Civic	86.4	A 2
4	Col Powell	Mazda	93.4	C 2
5	Wayne Black	Mazda	95.6	C 3
6	Wendy Marshall	Civic	96.3	L 1
7	Noelle Heales	Mazda	98.6	L 2
8	TIMS	Civic	104.7	L 3
9	John Payne	Datsu	105.1	B 1
10	Dale Payne	Mazda	105.7	C 4
11	Boyd Ovens	Mazda	113.2	C 5

Event 4

1	Lee Drummond	Mazda	29.8	C 1
2	Big Ed	Civic	30.1	A 1
3	Peter Marshall	Civic	30.9	A 2
4	Wayne Black	Mazda	31.4	C 2
5	Col Powell	Mazda	31.8	C 3
6	Noelle Heales	Mazda	35.0	L 1

7	John Payne	Datsu	36.1	B 1
8	Boyd Ovens	Mazda	36.2	C 4
9	Dale Payne	Mazda	37.1	C 5
10	TIMS	Civic	38.7	L 2
11	Wendy Marshall	Civic	42.5	L 3

Event 5

1	Col Powell	Mazda	30.8	C	1
2	Lee Drummond	Mazda	31.2	C	2
3	Big Ed	Civic	31.3	A	1
4	John Payne	Datsun	32.7	B	1
5	TIMS	Civic	33.0	L	1
6	Peter Marshall	Civic	33.2	A	2
7	Wendy Marshall	Civic	33.3	L	2
8	Dale Payne	Mazda	34.0	C	3
	Wayne Black	Mazda	34.0	C	4
10	Boyd Ovens	Mazda	34.8	C	5
11	Noelle Heales	Mazda	35.5	L	3

Event 6

1	Lee Drummond	Mazda	28.4	C	1
2	Big Ed	Civic	29.2	A	1
3	Peter Marshall	Civic	29.4	A	2
4	Col Powell	Mazda	30.6	C	2
5	Wayne Black	Mazda	30.9	C	3
6	Wendy Marshall	Civic	33.8	L	1
7	Dale Payne	Mazda	34.5	C	4
8	Noelle Heales	Mazda	34.6	L	2
9	Boyd Ovens	Mazda	34.8	C	5
10	John Payne	Datsun	35.0	B	1
11	TIMS	Civic	35.4	L	3

Results

1st	Lee Drummond	Mazda	171.2	1st Class C
2nd	Big Ed	Civic	174.5	1st Class A
3rd	Peter Marshall	Civic	179.9	2nd Class A
4th	Colin Powell	Mazda	186.6	2nd Class C
5th	Wayne Black	Mazda	191.9	3rd Class C
6th	Noelle Heales	Mazda	203.7	1st Class L
7th	Wendy Marshall	Civic	205.9	2nd Class L
8th	John Payne	Datsun	208.9	1st Class B
9th	Dale Payne	Mazda	211.3	4th Class C
10th	TIMS	Civic	211.8	3rd Class L
11th	Boyd Ovens	Mazda	219.0	5th Class C

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
Lee Drummond	4	1	1			
Big Ed	1	3	1	1		
Colin Powell	1		1	2	1	1
Peter Marshall		2	3			1
Wayne Black				2	1	1
John Payne				1		
Wendy Marshall					2	1
Noelle Heales					1	1
TIMS					1	1

Off Road Night July 19th

Ah what a night, the drinks were loaded and so were the dolls. Our monthly Off Road Night has now become the months big draw, with the clubrooms actually crowded for once. To entertain us on this suspicious occasion we had a bright, nay lurid, film about the Baja 1000, that well from which the waters of Off Roading bubble.

Just about everyone was there, Wayne Black and the Social Sub - Committee had prepared a feast of tasty tit-bits, we all tucked in, I admonished some clubmembers I saw FOLDING UP last months magazine, (binders are available at \$10 each, they hold 12 copies and go under the description of "Manilla folders") and all in all it was a good noisy, convivial night.

Novice Night Run - July 12th

1st John Payne / Noelle Heales (Only finishers)

In the week before this event the organiser, Paul Cadell, suffered a grievous loss when his budgie "Diablo" went to that great aviary in the sky. Owing to his grief the event suffered somewhat and the above crew were the only ones to sort it out. Several members are still missing so if you see a car with a bleary eyed crew aboard, and their muttering faintly "Must find the lights, must find the lights" contact Paul. We're thinking of letting Paul organise events for other Brisbane clubs as a BSCC secret weapon.

TIMS Smith

Mini Road Test

Daimler Ferret

When I was travelling to Brisbane on the SS 'Fairstar' in those dim days of 1972, one of the books I read to cheer me as England passed into memory, was the first volume of Spike Millegans war memoirs, "Adolf Hitler, my part in his downfall", this painted such a ludicrous picture of the military machine that when the opportunity came to join the CMF I did, just out of curiosity. Well after several months with the 2nd/14th Queensland Mounted Infantry (a great bunch of blokes) I emerged as a licensed driver of armoured personnel carriers especially adept at crossing knife edges. This experience came to the fore when I was offered my oddest mini test to date, the chance to stagger round the Samford area in command of Roger Kimeklis's Daimler 'Ferret' scout car.

The Ferret was produced for numerous armies by Daimler in the years 1950 - 1964. It has a 6 cylinder Rolls-Royce engine and drives four big bullet proof tyres through a 5 speed pre-selector gearbox. The armour plate is steel with special thicknesses around the delicate parts, like the driver, engine and underneath. It has a turret which swings by shoulder power, and this used to mount a machine gun. Like all British armoured vehicles it seems to combine the maximum of sharp projections with the maximum of noise. Steering is by an enormous steering wheel through a very low geared box, the wheel is end on to the driver and the column disappears vertically upwards. Not being power assisted, low gearing or no low gearing, after ten minutes the arms feel like lead. The gearchange is on the right and is almost foolproof, once on the move gears can be selected at will and the change actually accomplished by depressing the heavy clutch. The gearchange is finger light, and only the fact that to obtain first requires depressing a button must be remembered, this is to isolate first on the move, as in its lightened 'civilian' guise it will reach almost 70 mph, and engaging first and not fourth at that speed would send Rolls one way and Royce the other.

With the windscreen removed vision is greatly improved by shoving the old nut out into the open. Behind the windscreen vision is still fair, but I imagine that driving through a periscope would be by luck and god. The chance to spot anybody nasty in the bushes in this situation, would only come about if they painted themselves in day-glo and cavorted in the road.

I went to the forest with Roger, the Somervilles and Paul Street, My very first driving performance was over the 'brink', this was a sheer 2½ metre plummet into a creek. When I'd been guided to the spot with Paul in the turret and the other hoons on the far side of the creek shouting "Faster!", we approached the lip and suddenly tipped over, I stamped on the brake and tried to hold it straight, but the brakes were drums and useless when wet, so we roared down and fell in with a mighty splash. I was shaking like a leaf when the rest of Kimeklis's Marauders clambered aboard and we went exploring.

The vehicles ride was first class, X tons over big wheels with massive suspension travel added up to an ironing out of all the bumps, and pretty soon I was in the old routine of belting along the smooth bits and backing off for the rough stuff. We went crashing down the track, hooting innocent birds out of the way and generally carrying on in a reprehensible manner. A couple of tight corners had the arms flashing away, and a few noisy motorcyclists were dealt with firmly (Jam anybody?). I always enjoy the challenge of driving something new and this was a real treat.

When Roger took over we explored up river, until my egging us on to greater things led us to bog on a sandbank. We were able to step ashore, and contemplated leaving Roger in the mire, but at full power and with a compulsive leap the Ferret hauled itself out backwards and we all jumped on again.

After a few hours we returned the Ferret to its nest and I shot off to have dinner with Rolly, thank you to Kimeklis's Marauders for a really fine afternoon.

Big Ed

We've recieved notice of two major forthcoming events....

November 15 - 19, Safari Calddonien

If you can face the dangers of the French exploding one of thier atomic devices under the island whilst the rally is in progress, this event offers something very different for the competitor and spectator. Last year a party from the BSCC had a very enjoyable holiday during the event and this year another trip is being arranged - I believe that Adrian Taylor at Bennett Honda is the man to contact for details.

The event comprises two 24hr divisions with a substantial break in between, and when the event is over the islands offer all the usual holiday attractions plus the Chateau Royale !

For those who can stomach the French, wholly undeserved, superior attitude it will make a good holiday, as their advertising blurb says "A great event, with more character than any Australian Rally....." - which sums up their attitude exactly.

August 1979 - Repco Reliability Trial

Now THIS is a motoring event - 18,000 kms in 14 days around the whole of the worlds biggest island. Let me quote you from Repco's little booklet ; "In sponsoring this event, Repco Ltd are bringing adventure back to motor sport where the private entrant will compete on a more equal footing with the factory - entered teams." and good for them.

The first 150 entries will be accepted and another 50 will be drawn by ballot, entry forms will be available in September and entries open on September 1st. Several members have shown great interest including Club President Alan Lawson and Club Leader Ivan Holmes, two splendid old throwbacks who hope to participate in a splendid old throwback - I wish it, and them, the very best.

For Sale

Dennis (Mr Ten Percent) Brown is acting as agent for the following choice bits and pieces:

Twinmaster with short and long cables to suit Cortina;

Assorted 6" wheels;

2 new Bridgestone tyres (185 - 13 RD302) on 6" rims;

2 Cibie 100 Watt Super Oscar driving lights;

2 Cibie 440 Cortina 7" headlight inserts, 100 watt high and 75 watt low;

1 1600 Single Weber cross-flow inlet manifold;

these choice articles should go like a rocket, so phone Dennis at 208 3831 (Home) or 208 4587 (Work)

QMROA Motorkhana - July 30th

Queensland Championship Round Four

A dreadful day for the family Smith as the fullsome praise that I lavished on the Civic last month transpired to be premature. For on test 4 the drivers side universal joint gave way and \$283.02 worth of drive shaft splattered onto the grass. It could have been cheaper of course but Barry Wraith (who was repairing it for me) couldn't find one in a wreckers, the actual shaft cost \$240 because it was a "Sealed unit" - I think that the sealed unit starts at the windscreen. Anyway Mr Parnell who whizzes round in a Datsun engined Honda S600 very kindly offered me the loan of his Datsun and trailer to take the remains home, so we loaded it up and departed the scene at Midday.

It our absence Lee (Blunbottle) Drummond was really setting the grass alight in his LSD Mazda. Class C should be the home of rather stately cars which cavort around a respectable distance behind class A, and a long distance behind Class F, But Lee danced around to finish 4th, FOURTH, yes FOURTH overall on a State championship round - totally unforgivable, next time we must have a saliver test. Other entrants from the BSOC were Glen Carpenter, Alan and Keith McConnell all of whom had the damn cheek to enter Cooper S's in MY class. lucky for them the drive shaft gave way before I could rub their faces in the mire. The Sutherlands split their attacks on the classes and Glynice was in the Renault special and Lindsay was having a go in the family Corolla for once. John Payne was a welcome addition to the usual scene in his big Datsun, surely this must almost be a Class C Car? Ian Fink was there with his much modified VW plus Noelle Heales (shortly to travel to Darwin for three months) and spotty old TIMS who'd been practising her reversing on a local estate.

Times of Interest to B S C C members (Pos O/A, Driver, Car, Class, Time, Class Pos).

<u>Test 1</u>				<u>Test 2</u>				
1	G Wolski	Special F	36.4	1	B Dunn	Manx	F 25.9	1
8	L Drummond	Mazda C	41.9	1	7 L Drummond	Mazda C	30.1	1
14	A McConnell	Coop S A	42.7	2	10 K McConnell	Coop S A	30.7	2
14	G Carpenter	Coop S A	44.1	4	12 Big Ed	Civic A	31.9	4
17	G Sutherland	Sp L	45.1	2	17 I Fink	VW B	32.9	3
18	TIMS	Civic L	45.6	3	19 G Carpenter	Coop S A	33.3	6
19	I Fink	VW B	46.0	4	20 W Black	Mazda C	33.7	2
23	W Black	Mazda C	48.3	2	21 G Sutherland	Special L	34.0	2
24	J Payne	Datsun B	48.4	5	23 L Sutherland	Corolla B	34.5	5
26	Big Ed	Civic A	49.7	7	24 N Heales	Mazda L	35.2	3
29	L Sutherland	Corolla B	50.4	6	25 A McConnell	Coop S A	36.3	8
30	K McConnell	Coop S A	53.8	9	27 TIMS	Civic L	37.2	5
32	N Heales	Mazda L	55.4	6	29 J Payne	Datsun B	39.2	6
<u>Positions after 2 tests</u>								
1	G Wolski	Sp F	62.4	1	22 W Black	Mazda C	82.0	2
7	L Drummond	Mazda C	72.0	1	23 TIMS	Civic L	82.8	3
15	G Carpenter	Coop S A	77.4	4	25 K McConnell	Coop S A	84.5	8
16	I Fink	VW B	78.9	4	26 L Sutherland	Corolla B	84.9	5
17	A McConnell	Coop S A	79.0	5	29 J Payne	Datsun B	87.6	6
18	G Sutherland	Sp L	79.1	2	32 N Heales	Mazda L	90.6	6
21	Big Ed	Civic A	81.6	6				

Test 3

1	P Griffin	Special	F	28.5	1
5	K McConnell	Coop S	A	31.6	1
= 6	G Carpenter	Coop S	A	31.8	2
10	W Black	Mazda	C	34.0	1
=12	L Drummond	Mazda	C	34.3	2
	A McConnell	Coop S	A	34.3	6
16	L Sutherland	Corolla	B	34.8	2
17	Big M	Civic	A	36.0	8
20	G Sutherland	Sp	L	38.5	1
23	J Payne	Datsun	B	39.7	5
24	I Fink	VW	B	40.3	6

Test 4

1	G Wolski	Special	F	30.8	1
=4	I Fink	VW	B	32.5	1
	L Drummond	Mazda	C	32.5	1
6	A McConnell	Coop S	A	33.3	1
=7	G Carpenter	Coop S	A	34.0	2
=11	K McConnell	Coop S	A	34.5	1
18	J Payne	Datsun	B	37.5	5
19	W Black	Mazda	C	37.8	2
20	L Sutherland	Corolla	B	38.2	6
23	G Sutherland	Sp	L	39.0	2
24	N Heales	Mazda	L	39.5	3

Halfway positions

1	G Wolski	Special	F	122.4	1
5	L Drummond	Mazda	C	138.8	1
8	G Carpenter	Coop S	A	143.2	2
11	A McConnell	Coop S	A	146.6	4
16	K McConnell	Coop S	A	150.6	6
17	I Fink	VW	B	151.7	4

19	W Black	Mazda	C	153.8	2
20	G Sutherland	Special	L	156.6	2
21	L Sutherland	Corolla	B	157.9	5
24	J Payne	Datsun	B	164.8	6
29	N Heales	Mazda	L	170.9	5

Test 5

1	B Dumm	Manx	F	28.1	1
= 5	L Drummond	Mazda	C	31.5	1
8	A McConnell	Coop S	A	31.9	3
9	I Fink	VW	B	32.1	1
=14	L Sutherland	Corolla	B	33.0	5
17	K McConnell	Coop S	A	33.3	6
=21	W Black	Mazda	C	34.5	2
=24	G Sutherland	Sp	L	35.5	4
	N Heales	Mazda	L	35.5	4
27	G Carpenter	Coop S	A	39.5	8
30	J Payne	Datsun	B	40.5	6

Test 6

1	P Griffin	Special	F	19.1	1
3	L Drummond	Mazda	C	21.3	1
= 6	K McConnell	Coop S	A	21.5	1
8	G Carpenter	Coop S	A	21.8	2
10	A McConnell	Coop S	A	22.4	4
14	W Black	Mazda	C	23.5	2
16	G Sutherland	Sp	L	24.1	2
20	I Fink	VW	B	24.3	4
23	L Sutherland	Corolla	B	25.0	5
24	N Heales	Mazda	L	25.1	3
28	J Payne	Datsun	B	30.1	6

Positions

1	G Wolski	Special	F	175.6	1
4	L Drummond	Mazda	C	191.6	1
10	A McConnell	Coop S	A	200.9	3
13	G Carpenter	Coop S	A	204.5	4
15	K McConnell	Coop S	A	205.4	5
17	I Fink	VW	B	208.1	4

19	W Black	Mazda	C	211.8	2
20	L Sutherland	Corolla	B	215.9	5
21	G Sutherland	Special	L	216.2	2
27	N Heales	Mazda	L	231.5	5
28	J Payne	Datsun	B	235.4	6

Test 7

1	P Griffin	Special	F	28.2	1
4	L Drummond	Mazda	C	31.2	1
6	G Carpenter	Coop S	A	32.0	1
= 9	A McConnell	Coop S	A	32.6	4
12	K McConnell	Coop S	A	33.0	6
=14	W Black	Mazda	C	34.0	2
=18	G Sutherland	Special	L	34.5	2
21	I Fink	VW	B	35.6	4
26	N Heales	Mazda	L	37.7	5
=27	J Payne	Datsun	B	42.7	5
	L Sutherland	Corolla	B	42.7	5

Test 8

1	G Wolski	Special	F	23.6	1
5	K McConnell	Coop S	A	27.2	1
= 6	I Fink	VW	B	27.4	1
12	A McConnell	Coop S	A	28.5	4
=13	L Drummond	Mazda	C	28.6	1
15	G Carpenter	Coop S	A	29.6	6
19	N Heales	Mazda	L	31.4	2
=20	G Sutherland	Special	L	31.5	3
	W Black	Mazda	C	31.5	2
23	J Payne	Datsun	B	32.0	5
28	L Sutherland	Corolla	B	37.0	6

Results

1st	G Wolski
4th	L Drummond
10th	A McConnell
11th	K McConnell
12th	G Carpenter
17th	I Fink
19th	W Black
21st	G Sutherland
24th	L Sutherland
26th	N Heales
28th	J Payne

Special	227.7
Mazda	251.4
Cooper S	262.0
Cooper S	265.6
Cooper S	266.1
VW	271.1
Mazda	277.3
Special	282.4
Corolla	295.6
Mazda	300.6
Datsun	310.1

1st class	F
1st class	C
3rd class	A
4th class	A
5th class	A
4th class	B
2nd class	C
2nd class	L
5th class	B
4th class	L
6th class	B

A REPORT by WAYNE HERDY
of THE KRITICOS MOTORS RALLY 1-2 JULY, 1978

PROLOGUE After two or more years of a (not altogether voluntary) retirement, the old team of Conder and Herdy yawned and scratched whatever they sat upon at the time and decided to hit the rallying scene once more, with the unexcelled opportunity of a nice short novice standard run close to home with big prizes at the end.

ACT I So out comes the ex-rally, now -family car and hours of preparation which consisted mainly of looking for spare Halda cogs, remembering where the heck we had left that clipboard, maplight and compass (any allusions to enforced withdrawal of RX3's from rallying bringing sharp retorts about uncautioned cliffs on transport sections) and most of all explaining to the better half that we really were going to look after the car. After all, its only a nice short novice run and anyway we're only entering for the fun of it - or so we've been trying to tell ourselves ever since. Anyhow, after getting most of the bits back where they probably belonged, we set off to lodge our entry, sure that (being downgraded to novices again) we would either clean up or make complete fools of ourselves. Or at least have some fun.

ACT II Scene: the residence of director Bruce Nicol (a truly likeable chap even for a rally director). The plot: surprise no. 1. We were used to seeing novice rallies attract 20 or so entrants, maybe 40. Bruce received, for his maximum of 60 entrants, 71 applications, of which 65 were accepted. Only two-thirds of these eventually finished, but the size of the field, with 6 new drivers, was not a little unexpected.

ACT III Scene : scrutineering. The plot : surprise no. 2. Our car looked very, very domestic among the hordes of very well-prepared, obviously veteran rally cars. Once upon a time our Mazda, in this class of event, looked as if it was going to do something but now even the spectators cars looked rougher and tougher. Even if a few of the novices cars were on loan from a higher division, we were impressed by the amount of work that these juniors were putting into their vehicles, and maybe a trifle envious of the money behind them. But delighted to see an enormous amount of sponsorship, if one believes that all those signs on the cars were not applied simply to protect the paintwork.

The scrutineer, well known for his stringency won no hearts : never before have we been asked to remove our window stickers, even the distributors plate on the rear windscreen. And have to be re-scrutineered for the event. I'm surprised he didn't count the triangular bandages in my first aid kit (if he reads this, I have 4, plus two bottles of plasma substitute).

ACT IV Scene : BP Kriticos, Caboolture. The plot : a touch of disappointment. Those who had been called up for re-scrutineering at 2 pm didn't see the scrutineer until it was near starting time. Grumble, whinge and there was much wailing and gnashing of teeth too. Now can I say that too many of the higher-numbered starters were especially happy about checking in 2 hours prior to start - no chance for an afternoon sleep and every chance of watching the sun rise. Need I mention that we had drawn 58? Why me, why not the Jews for a change eh? Well, the organizers were being a bit careful and after all, we were really only there for the fun of it (remember?).

ACT V Scene : Beerburrum State Forest. The plot : the intestines of the whole bit, and surprises nos. 3 and 4 (in that chronological order). From what we remembered of the good old days (i.e. early 1970's) novice runs travelled quietly along smooth peaceful country lanes with occasional stretches of dirt to satisfy the hoons and please the audience. Right? Wrong. For a novice rally, the roads were rough, all dirt (no, I lie, there were short stretches of sealed road on a few competitives) and the pace scorching. First competitive, along we cruise at our usual rally pace, get passed by some lout (specifically, Peel's 240Z) and coast into EOSC. We drop one minute. We what!? A bit of a

thoughtful pause and in the second competitive we pours on more of the coal, thinking maybe to clean. We drop two minutes!

And as it went on all night : not one single clean competitive. Yet we passed more often than we got passed, after the lesson of the first two competitiveness we were actually trying fairly hard to keep up to the times, we passed several cars at the roadside (including one retirement with a carsick navigator) and still the times eluded us. By division break, we considered ourselves fortunate to clean the transports. Division break saw five more retirements and we were 41st out.

The course? Was actually pretty good. Bruce Nicol made very economical use of the roads (we went SO at roadworks to TR at five ways three times : the car turned itself on the third occasion) to put his fairly short competitive portion into a minute corner of the map. Yet we never saw a car in any section other than our own. The route chart was very complete, with numerous Halda check spots (for which I was, after a couple of hard wheelspins on the softer sections, most grateful) and many cautions where cautions were not really needed. Or were they? Some of the more innocent-looking (to us) caution spots still claimed the lives of various bit of other people's cars. Just one more gripe : there was one bump (crossed twice) and a few softer straights which could have been cautioned to be consistent with the other less necessary cautions.

ACT VI Scene : NCR's top-security hi-fi computer hall. The plot : the results, no more surprises.

With 16 cars out of the running by division break, and another falling by the wayside during the short second division, your correspondents were not particularly pleased to find themselves finishing half-way down the field.

The first few cars must have been a wonder to behold, losing only 5, 10, 11 and 12 points.

Section 8 certainly took its toll, the best performance still being 2 minutes late and many cars arriving more than 10 minutes late. Mission impossible!

EPILOGUE A few lessons to us. There is a lot more support for the sport, a lot more money being put into it, and therefore a lot more competition than we were used to, seeing even a few years ago. Our car which used to compete effectively enough twice upon a couple of times is now a lot less effective, and not only because it's older. I don't know that the drivers are much different from a few years back, but the standards set in the Kriticos were indeed higher. The upsurge of popularity of novice rallying, and more so the obvious increased backing is a delight to behold.

My personal feelings? It could have been a bit longer, and, as somebody who would rather watch a map than read figures off a Halda, I would have liked to see a bit more challenge to the navigator as well as to the car and driver. But, as I keep saying, we only entered for the fun of it.

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Forthcoming Event

M.G.C.C. 'The Para-quod 1978 Economy Fun' 20 August 1978

This is a charity event and ostensibly the entries close today the 16th but I feel that a phone call to the Secretary, Mr Neil McNeill on 266 2800, could well put the clock back and allow you in.

The event starts from Kenmore Shopping Village at 9.30am and will run for 2 - 3 hours, a barbecue will be held at the finish. All roads are sealed and navigation has been kept to a minimum. Entries cost \$5 and the only odd things you need are a tow rope, third party extension and a clip board. A good event for the family...

The fact that the competitive members of this club have an air for secrecy that would be the envy of M.I.5., was proved yet again after the running of the Iron Man Weekend - I haven't heard anything about it so I can only add the results of interest to BSCC members...

Navigational Run

1	Lee Drummond/Greg Trigger	0
=8	Wayne Black/Bruce Fullerton	21
=16	John Payne/Noelle Heales	27
=20	Keith McConnell/Glen Carpenter	36
	Dale Payne/Ootm Payne	36

Sprint

1	Ron Davies	166.1
=7	Keith McConnell	185.8
9	Glen Carpenter	189.0
12	Lee Drummond	191.4
15	Wayne Black	193.3
19	Dale Payne	196.5
22	John Payne	209.6

Hillclimb (Position Overall, Driver, Car, Time, Class Position)

<u>Practice</u>					<u>Run 1</u>				
1	C Lake	Special	50.7	1	1	B Dunn	Manx	51.8	1
8	Keith McConnell	Coopers	57.4	1	4	Tom Poots	Manx	53.6	3
=11	Lee Drummond	Mazda	59.6	1	7	Keith McConnell	Coopers	56.9	1
19	Wayne Black	Mazda	62.2	2	13	Lee Drummond	Mazda	58.7	1
22	Dale Payne	Mazda	62.7	3	16	Dale Payne	Mazda	60.1	2
23	Tom Poots	Manx	63.2	4	19	Wayne Black	Mazda	60.5	3
27	John Payne	Datsun	66.4	3	24	John Payne	Datsun	64.0	2

<u>Run 2</u>					<u>Run 3</u>				
1	C Lake	Special	50.5	1	1	C Lake	Special	50.5	1
3	Tom Poots	Manx	53.4	3	3	Tom Poots	Manx	52.5	3
=10	Lee Drummond	Mazda	58.4	1	12	Lee Drummond	Mazda	58.6	1
15	Dale Payne	Mazda	59.2	2	=16	Wayne Black	Mazda	59.2	2
16	Wayne Black	Mazda	59.7	3	18	Dale Payne	Mazda	59.3	3
17	Keith McConnell	Coopers	59.8	2	24	John Payne	Datsun	63.5	2
25	John Payne	Datsun	63.2	1					

<u>Run 4</u>					<u>Iron Man Points</u>				
8	Dunn	Manx	51.7	1	1	Chris Lake	Special	50.5	1
2	Tom Poots	Manx	53.2	2	8	Keith McConnell	Coopers	56.9	3
8	Keith McConnell	Coopers	57.0	2	11	Dale Payne	Mazda	58.0	1
12	Dale Payne	Mazda	58.0	1	=12	Lee Drummond	Mazda	58.4	2
13	Lee Drummond	Mazda	58.5	2	16	Wayne Black	Mazda	59.2	3
17	Wayne Black	Mazda	59.7	3	20	John Payne	Datsun	63.1	1
22	John Payne	Datsun	63.1	1					

Final Total for Iron Man

1	Kevin McCloy	352.1	
2	Lee Drummond	378.6	Best Clubman
7	Keith McConnell	405.8	
8	Wayne Black	425.1	
16	Dale Payne	450.1	
21	John Payne	467.0	

Next months edition of this rotten rag will have a report on the Humphries by that Northerner Gerard Byrne, and a results summary by me, plus Septembers far from sensible cover and the full story of why Winky and Pinky shouldn't ride their bikes in the traffic.

COMING EVENTS

- Wed 16 Aug Off-Road night at the clubrooms
- Sun 20 Aug MGCC Paraquad Rally (More details inside)
- Mon 21 Aug Social Sub-Committee meeting
- Wed 23 Aug Expert night run by Bruce Fullerton and Tony Kabel
- Sat 26 Aug GQMSC Capricana Rally (Open)
RCCV Marchal Rally (ARC 5)
Working Bee at the clubrooms - 10 o'clock start
- Sun 27 Aug Surfers Paradise Races
- Wed 30 Aug General Meeting at the clubrooms, 8.00 pm
- Sun 3 Sep MGCC closed Hillclimb; BSCC invited
- Tue 5 Sep Committee meeting, 7.30 pm
- Wed 6 Sep Official re-opening of the clubrooms
Presentation of 1977 Club Championship trophies
- Tue 12 Sep Off Road sub-committee meeting
- Wed 13 Sep Novice night run by Wayne Black and Paul Cadell
Ballot for Yokohama Tyres Warana Festival Rally
- Sun 17 Sep RCCQ Queensland Motorkhana Championship Round 5
- Mon 18 Sep Social Sub-Committee meeting
- Tue 19 Sep Rally Sub-Committee meeting
Scrutineering for Yokohama Tyres Warana Festival Rally
- Wed 20 Sep Off-Road night at the clubrooms
Scrutineering for Yokohama Tyres Warana Festival Rally
- Sat 23 Sep Yokohama Tyres Warana Festival Rally (QRC 4)
Full details inside
- Wed 27 Sep Expert night run by Tony Best and Charlie Blake
- Sun 1 Oct Hardie Ferodo 1000
BSCC Party
- Tue 3 Oct Committee meeting, 7.30 pm
- Wed 4 Oct Social night at the clubrooms, 8.00 pm
- Sat 7 Oct Scrutineering for BP Off Road 400 (Goondiwindi)
- Sun 8 Oct BP Off Road 400 (Near Goondiwindi) - more details inside

P.S. As Mrs. Smith has had to go to the hospital (she was told to remove 15 lbs of unsightly fat so she's gone to have her head taken off) this edition hasn't had the spelling chequered, so you'll just have to bear with it.