

Brisbane Sporting Car Club

» MAGAZINE «

CAMS AFFILIATED

Sept 78

PRICE 20c



Transport: Beach Buggy

A special riderless tricycle invented especially for pulling over pebbly beaches; the man in this picture used to be six foot three

Registered for posting as a Publication - Category B

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BRISBANE SPORTING CAR CLUB

1978 OFFICE BEARERS

| | | <u>Phone Numbers</u> | |
|---------------------------------|----------------------|----------------------|-------------------|
| | | <u>Home</u> | <u>Work</u> |
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| PRESIDENT | | Hon. D J Killen | |
| VICE PRESIDENT | | Allan Lawson | 350 1461 52 5971 |
| IMMEDIATE PAST PRESIDENT | | Garry Connolly | 221 6899 |
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| HON. TREASURER | | Dennis Brown | 208 3831 208 4587 |
| CLUB CAPTAIN | | Charles Blake | 38 2693 |
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| SOCIAL SUB-COMMITTEE CHAIRMAN | | Paul Cadell | 399 4235 208 4587 |

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, Woolloongabba, and are open every Wednesday from 8.00pm

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 |

SEPTEMBER - 1978

Editorial

I have never seen such a beneficial effect to a club, as has been achieved by the redecoration of our clubrooms. Even determined cynics like Warren McKewen find it "Very nice", so I'm not alone in finding it a pleasure to drop in on a Wednesday night.

Since we first saw the finished effect with carpet, drapes and new canvas chairs, every clubnight has been a great success, and it has worked very well at getting people out of the bar and into the clubroom proper. This makes the place look far livelier and more inviting, and cannot be anything but the greatest aid to the club in the future.

I'm sure we all know how hideously time consuming decorating is, so our thanks go to all those who helped and especially Ivan Holmes, the Building Sub-Committee Chairman whose responsibility overall the job was.

The only word of doubt was expressed by Mrs. Smith who wondered, now that the drapes obscure the windows, how hot it will get in summer. My own personal observation is that as the subscription rates to the club were raised last year to cover the cost of redecorating, then presumably they'll be dropping a little for 1979.

Major Forthcoming Event

October 7th - 8th BP Off Road 400

This club, the biggest in Queensland, holds two National events every year. The "Lutwyche Shopping Village Rally" caters for rally cars and is a round of the Australian Rally Championship, and the "BP Off Road 400" at Goondiwindi. Both events are directed by Garry Connolly who is positively magic at producing order from chaos.

Run for the first time last year, the BP Off Road 400 gained instant widespread support from the Eastern states, and so loud were the competitors in their praise that this year the event will be bigger and and better than before.

A terrific course on the 'Kinden' property - Friendly Officials (if your the little Hitler type then stay in Brisbane) - Camping on the property - 1am start, Off Roadings only night run of the year.

YOU, could help the Brisbane Sporting Car Club become the organisers of the premier Off Road event in Australia, phone Garry Connolly on 221 6899 (Business hours) and let him know if you can help. We're especially keen on finding anybody who could go down on Friday 6th to help lay the course out.

Scrutineering will be at Goondiwindi during Saturday, the event will start at 1am Sunday, Competitors will do 4 laps of a 100km course with a short break between each run, the event should finish about 3pm, prizegiving will be at a pub in Goondiwindi Sunday evening.

HUMPHREY LEYLAND RALLY
Round 3 Queensland Rally Championship
5-6 August, 1978

Organised by Darling Downs Sporting Car Club

Well meine leiben ve have some goot news und some bad news,
first zer goot news:

A Navigators Impressions - Humphries vs Off Road

After the July Off Road Rally at Oxenford (my first), I became absolutely addicted to Rallies. It was such fantastic fun that I promised Big Ed a story. Since then we competed in the Humphrys - and that was even better - so here's a few comments on both types of rallies from the viewpoint of a new, but, forevermore willing, navigator.

When I first agreed to navigate for Paul Cadell in the Off Road event in his Datsun 1600, everyone commented on his driving ability to the extent that I commenced the event in abject fear of what was to come. Well after 5 minutes on the course, I was wrapped! Other than ealling, yelling, out the frequently signposted cautions and directions, the navigators can have a ball just watching the proceedings without having to work. (where else can you get a better vantage point?) Mind you, my heart jumped into my mouth a number of times as we approached corners at incredible speeds - then miraculously managed to slide around beautifully so then I started to enjoy the thrills. Occasionally we weren't exactly heading straight down the road as we came out of corners, but I didn't manage to collect too many leaves. On one occasion (the only one I hope) when I could almost touch the ground out of my window, I amazed myself by not even being scared. My mind, in slow motion, was saying ... well this is your first roll - when miraculously we bounced back down onto 4 wheels. (I just wish there had been a photographer on the corner.)

I really liked that big steep hill - you could see the sea at the Gold Coast from the top, but it was a bit rough coming down. In fact it was a trifle rough in a number of places - though I suppose it'd be hard to beat one grid on the Humphrys where I forgot to call a caution - and consequently we became airborne at about 60 mph! I won't repeat what Paul said!

The big difference from a navigator's viewpoint, is that in Off Road, you can see what's going on, whilst in other rallies you feel more than you can see, as you're too busy looking at your instructions and Halda. All the same I'm sure that if we hadn't gone in the Off Road event first, I wouldn't have felt as safe in the Humphries, because after watching the Off Road event, I was satisfied that Paul could handle the car really well and I didn't have to worry, even though I couldn't see what he was doing half of the time.

I think, however, that the Off Road roads were a bit rougher, and therefore slower, (to a rally car), and therefore not as much fun, in my opinion. Also, I felt part of the team in the Humphrys, as I had to work all night too, and without the navigator, the driver gets nowhere - so it is a much more satisfying feeling than being a semi-spectator. Besides rallies are also longer, so the high of fun, thrills and excitement lasts a lot longer.

The Humphrys was my first rally, but with excellent tuition from Ross Moir, and confidence in Paul's driving, I had no worries at all. In fact we were going great guns till about three-quarters of

the way through the rally, when the universal decided to go on strike, right in the middle of a 90 Km section, at the top of the Brisbane Range, in the rain. After several attempts at wiring it up, driving a short way, and breaking - that was the end for uswell...not quite - we didn't get the car out to Nanango till 16 hours and much fun (?) later. We all had a great time - Paul, myself, and the service crew (Wayne, John, Dale, Kerry and Neil who got co-opted into helping). Ask Dale what fun it was to fishtail up a slippery range, cliff on one side, in the rain, with road tyres in a FK4. (I was petrified !) Little did we know that a search party was about to set out on Sunday afternoon from Brisbane to look for us.

We arrived back, had dinner and a few drinks, and crashed. I didn't quite make it to work the next day, but it was a really fabulous weekend. As I said earlier, I'm now addicted.

I've just been transferred to Darwin for 3 months, but I'll be back in time for the Stones Corner Motors Rally. The road to Darwin, via Longreach and Winton etc., would make a great Off Road course with potholes that my car almost disappeared into, simultaneously on both sides of the road, and roo's playing Russian Roullette with my car. I found a few fast dirt roads as well, eminently suitable for some fun. It's a pity there's no car club up here (only Speedway), as I'm sure some of you would love these roads up here too.

Anyway, see you all in December.

Noelle Heales

(That was really nice Noelle, fancy me getting a report that not only had lots of lovely punctuation but also the correct spellings of miraculously and simultaneously - double ripper, hurry back soon. B.E. - now known to be P.S.)

Ach zo ! und now zer bad news;

To the Editor

Rallying - Is it still Sport?

The Humphreys Leyland Rally has been run and won, but not forgotten. As a competitor I thought the event was well organised and conducted by the director and I enjoyed the course and conditions.

However, a few issues have arisen which makes one wonder what is to become of our sport.

Firstly, the fact that Trevor Gynther was not allowed to start deserves close scrutiny. Surely a mistake on the entry form should have been noticed and queried long before the competitor arrives for the start. Even if it was not discovered until this time, surely in the interest of the sport, the entry could have been changed. To me, it reeks of personal persecution and whereby we need rules and regulations to control the sport, we don't need inflexible officials.

Above all else we need competitors, without them we don't need officials !

The second point to consider is the action taken regarding Jeff (Geoff) Smallmans roll over. I don't know the full details of this, but from what I've heard, it seems that he was told he couldn't continue as his vehicle was unroadworthy. The story goes that he as since taken the car to the Machinery Department and it was given a clean bill of health.

If indeed this is true, then let's curb or at least question the actions of our perhaps over-zealous officials. Rallying is both time and money consuming and when a person invests both he should be given every assistance and opportunity to compete.

On a more personal note, it would seem that to be a successful rallyist it helps to know the CAMS's manual off by heart and have a flair to be a barrister.

I sat in on part of the protest hearing regarding the deletion of penalties by the director, for entering a control at the end of a transport section, from the wrong direction. Would-be barrister, Tony Jewels, was summing up his "Case" as to why the protests should be dismissed and that in fact anyone who had obeyed the instructions as set, should have been penalised for crossing double lines and something about unmapped roads less than 100 metres apart etc, etc.

This all sounded very impressive and highly technical, but to me it was a simple matter of whether or not the control official had given us a visual instruction to enter the control by a specified direction.

It was my prerogative to appeal so, I can't complain and I hasten to say that I have no objection to anyone protesting if they feel they have been wronged.

Rod Brownings exclusion needs airing for no other reason than to explain to other competitors what can or should be done in similar circumstances.

For those who do not know, Rods' navigator was ill and Rod, evidently enjoying the run, wanted to continue so acquired another navigator until his original passenger recovered and then changed again. I can understand Rods wanting to carry on even though he knew he could not be included in the results, because to him, rallying is a sport and the essence of sport is to compete.

However, there is a very important point which we should remember and that is insurance. If rumours of cancelling his licence are true, then I'm sure it is being viewed so seriously because of the risk that the club or crewmember is exposed to if an accident did occur, if the crew was not covered by the entry form.

What I would like to see for everyone's benefit is an article by one who knows, giving the reasons why things can or cannot be done. Also on the same note, seeing that Big Ed is always looking for more typing for TIMS, maybe we could have the equivalent of a "court reporter" who could explain in simple terms, how the various decisions at protest hearings are reached.

The stewards surely are not ogres and would be happy to try and educate us lesser mortals.

While trying to help Big Ed with magazine material, maybe Noel Gibson could suggest some areas in which our cars could be upgraded and warn us of any changes that will have to be adhered to.

This came to mind during the scrutineering for the Humphrey Leyland Rally when it was learnt by Noel that the main hoop of the roll cage should have a certain number of mounting bolts in the floor. Apparently most cars would not have passed if this had been policed. None of us, scrutineers or entrants want hassles prior to an event so come on Noel. Educate us!

I feel there has been a growing dissatisfaction in rallying and like most problems it is born of ignorance. If we are given explanations or reasons why certain rules have to be applied and actions taken

then we will be more informed and in a better frame of mind to get on with our sport of rallying. Long may our wheels spin !

Yours Sincerely

Jim Reddiex

Times of Interest to BSCC members...

Division 1 Section 2

| | | |
|-----|-----------------------|---|
| = 1 | Coote/Marsden | 0 |
| | Brown/Moir | |
| | Jewels/Kortlang | |
| | Reddiex/Lowe | |
| | Neumann/Best | |
| | Peel/Blake | |
| | Smallman/Garth | |
| =17 | Perrett/Weir | 1 |
| | Worthington/Fullerton | |
| | McKinlay/Ovens | |
| | Tindal/Coleman | |
| | Falldt/Dean | |
| | Baker/Mayhew | |
| | Thomson/McNeil | |
| | Kabel/Reinhardt | |
| | Nixon-Smith/Ward | |
| | Harbeck/Goopy | |
| | Mitchell/Wallis | |
| | Law/Smith | |
| | Milner/Milner | |
| | Cadell/Heales | |
| | Gardner/Ainscouth | |
| =52 | Burgin/McColm | 2 |
| 55 | Cross/Ambrose | 5 |

Division 1 Section 6

| | | |
|-----|-----------------------|---|
| = 1 | Smallman/Garth | 1 |
| = 5 | Coote/Marsden | 2 |
| | Brown/Moir | |
| | Jewels/Kortlang | |
| | Reddiex/Lowe | |
| | Neumann/Best | |
| | Worthington/Fullerton | |
| | Peel/Blake | |
| | Falldt/Dean | |
| | Baker/Mayhew | |
| | Kabel/Reinhardt | |
| | Nixon-Smith/Ward | |
| | Mitchell/Wallis | |
| | Cadell/Heales | |
| =29 | Cross/Ambrose | 3 |
| | Thomson/McNeil | |
| | Harbeck/Goopy | |
| | Burgin/McColm | |
| | Law/Smith | |
| | Milner/Milner | |
| | Gardner/Ainscouth | |
| =47 | McKinlay/Ovens | 4 |
| | Tindal/Coleman | |

Division 1 Section 4

| | | |
|-----|-----------------------|---|
| = 1 | Coote/Marsden | 0 |
| | Brown/Moir | |
| | Neumann/Best | |
| | Worthington/Fullerton | |
| | Peel/Blake | |
| | Cross/Ambrose | |
| | Kabel/Reinhardt | |
| | Nixon-Smith/Ward | |
| =21 | Jewels/Kortlang | 1 |
| | Reddiex/Lowe | |
| | McKinlay/Ovens | |
| | Tindal/Coleman | |
| | Falldt/Dean | |
| | Baker/Mayhew | |
| | Thomson/McNeil | |
| | Harbeck/Goopy | |
| | Burgin/McColm | |
| | Mitchell/Wallis | |
| | Law/Smith | |
| | Milner/Milner | |
| | Cadell/Heales | |
| | Gardner/Ainscouth | |
| =53 | Smallman/Garth | 2 |

Positions halfway through Division 1

| | | |
|-----|-----------------------|---|
| = 4 | Coote/Marsden | 2 |
| | Brown/Moir | |
| | Neumann/Best | |
| | Peel/Blake | |
| =10 | Jewels/Kortlang | 3 |
| | Reddiex/Lowe | |
| | Worthington/Fullerton | |
| | Smallman/Garth | |
| | Kabel/Reinhardt | |
| | Nixon-Smith/Ward | |
| =20 | Falldt/Dean | 4 |
| | Baker/Mayhew | |
| | Mitchell/Wallis | |
| | Cadell/Heales | |
| =31 | Thomson/McNeil | 5 |
| | Harbeck/Goopy | |
| | Milner/Milner | |
| | Gardner/Ainscouth | |
| | Law/Smith | |
| =42 | McKinlay/Ovens | 6 |
| | Tindal/Coleman | |
| | Burgin/McColm | |
| =49 | Cross/Ambrose | 8 |

Division 1 Section 7

| | | |
|-----|-----------------------|----|
| = 1 | Coote/Marsden | 2 |
| = 3 | Brown/Moir | 3 |
| | Reddiex/Lowe | |
| | Worthington/Fullerton | |
| = 8 | Jewels/Kortlang | 4 |
| | Neumann/Best | |
| | Peel/Blake | |
| | Baker/Mayhew | |
| =19 | Smallman/Garth | 5 |
| | Kabel/Reinhardt | |
| | Nixon-Smith/Ward | |
| | Burgin/McColm | |
| | Mitchell/Wallis | |
| | Cadell/Heales | |
| =30 | McKinlay/Ovens | 6 |
| | Faldt/Dean | |
| | Cross/Ambrose | |
| | Gardner/Ainscouth | |
| =38 | Tindal/Coleman | 7 |
| | Law/Smith | |
| | Milner/Milner | |
| 48 | Harbeck/Goopy | 10 |
| 49 | Thomson/McNeil | 12 |

Division 1 Section 10

| | | |
|-----|-----------------------|---|
| = 1 | Coote/Marsden | 0 |
| | Brown/Moir | |
| | Jewels/Kortlang | |
| | Reddiex/Lowe | |
| | Neumann/Best | |
| =10 | Worthington/Fullerton | 1 |
| | McKinlay/Ovens | |
| | Smallman/Garth | |
| =19 | Baker/Mayhew | 2 |
| | Kabel/Reinhardt | |
| | Nixon-Smith/Ward | |
| =26 | Cross/Ambrose | 3 |
| | Harbeck/Goopy | |
| | Burgin/McColm | |
| | Cadell/Heales | |
| | Gardner/Ainscouth | |
| =40 | Tindal/Coleman | 4 |
| | Law/Smith | |
| | Milner/Milner | |
| =49 | Peel/Blake | 6 |
| | Faldt/Dean | |
| 51 | Mitchell/Wallis | 9 |

Division 2 Section 2

| | | |
|-----|-----------------------|----|
| = 1 | Coote/Marsden | 4 |
| = 4 | Brown/Moir | 6 |
| = 6 | Neumann/Best | 8 |
| | Worthington/Fullerton | |
| | Baker/Mayhew | |
| =13 | Faldt/Dean | 10 |
| =17 | Gardner/Ainscouth | 11 |
| =19 | Reddiex/Lowe | 12 |
| | McKinlay/Ovens | |

Division 1 Section 9

| | | |
|-----|-----------------------|---|
| 1 | Brown/Moir | 0 |
| = 2 | Coote/Marsden | 1 |
| | Reddiex/Lowe | |
| = 7 | Jewels/Kortlang | 2 |
| | Neumann/Best | |
| | Worthington/Fullerton | |
| | Peel/Blake | |
| | Baker/Mayhew | |
| | Cadell/Heales | |
| =20 | McKinlay/Ovens | 3 |
| | Smallman/Garth | |
| | Kabel/Reinhardt | |
| | Nixon-Smith/Ward | |
| | Burgin/McColm | |
| =35 | Tindal/Coleman | 4 |
| | Faldt/Dean | |
| | Cross/Ambrose | |
| | Harbeck/Goopy | |
| | Law/Smith | |
| | Gardner/Ainscouth | |
| 51 | Milner/Milner | 6 |
| 52 | Mitchell/Wallis | 8 |

Division 1

| | | |
|-----|-----------------------|----|
| = 1 | Coote/Marsden | 5 |
| | Brown/Moir | |
| 4 | Reddiex/Lowe | 7 |
| = 5 | Neumann/Best | 8 |
| = 9 | Jewels/Kortlang | 9 |
| | Worthington/Fullerton | |
| =15 | Smallman/Garth | 12 |
| =18 | Kabel/Reinhardt | 13 |
| | Nixon-Smith/Ward | |
| =21 | Peel/Blake | 14 |
| | Cadell/Heales | |
| =24 | Baker/Mayhew | 15 |
| =26 | McKinlay/Ovens | 16 |
| =29 | Gardner/Ainscouth | 18 |
| =33 | Law/Smith | 20 |
| =35 | Faldt/Dean | 21 |
| | Cross/Ambrose | |
| =37 | Harbeck/Goopy | 22 |
| | Milner/Milner | |
| =44 | Tindal/Coleman | 26 |
| | Mitchell/Wallis | |
| 53 | Burgin/McColm | 53 |

| | | |
|-----|------------------|----|
| =19 | Nixon-Smith/Ward | 12 |
| 31 | Tindal/Coleman | 17 |
| 34 | Jewels/Kortlang | 19 |
| =35 | Kabel/Reinhardt | 21 |
| | Burgin/McColm | |
| =37 | Cross/Ambrose | 27 |
| | Law/Smith | |
| 39 | Milner/Milner | 29 |

Division 2 Section 4

| | | |
|-----|-----------------------|----|
| 1 | Coote/Marsden | 6 |
| = 2 | Brown/Moir | 9 |
| | Reddiex/Lowe | |
| 4 | Worthington/Fullerton | 10 |
| = 5 | Jewels/Kortlang | 11 |
| | Neumann/Best | |
| = 9 | Baker/Mayhew | 12 |
| | Kabel/Reinhardt | |
| =16 | Gardner/Ainscouth | 15 |
| =20 | Nixon-Smith/Ward | 16 |
| =22 | McKinlay/Ovens | 18 |
| | Milner/Milner | |
| =28 | Tindal/Coleman | 19 |
| 32 | Law/Smith | 21 |
| 33 | Cross/Ambrose | 22 |

Division 2 Section 6

| | | |
|-----|-----------------------|----|
| 1 | Coote/Marsden | 3 |
| 3 | Worthington/Fullerton | 10 |
| = 4 | Reddiex/Lowe | 12 |
| | Kabel/Reinhardt | |
| = 8 | Brown/Moir | 13 |
| =10 | Jewels/Kortlang | 14 |
| =13 | Gardner/Ainscouth | 16 |
| 20 | Baker/Mayhew | 20 |
| 21 | Nixon-Smith/Ward | 22 |
| 23 | McKinlay/Ovens | 24 |
| 27 | Milner/Milner | 29 |
| 28 | Law/Smith | 32 |
| 29 | Neumann/Best | 41 |

Division 2 Section 7

| | | |
|-----|-----------------------|----|
| 1 | Neumann/Best | 4 |
| 2 | Reddiex/Lowe | 5 |
| 3 | Coote/Marsden | 8 |
| = 7 | Kabel/Reinhardt | 11 |
| =12 | Jewels/Kortlang | 13 |
| 16 | Brown/Moir | 15 |
| 17 | Worthington/Fullerton | 16 |
| =22 | Law/Smith | 20 |
| | Gardner/Ainscouth | |
| =27 | Baker/Mayhew | 30 |
| | Milner/Milner | |

Division 2 Section 9

| | | |
|-----|-----------------------|----|
| 1 | Neumann/Best | 0 |
| = 2 | Coote/Marsden | 1 |
| = 4 | Reddiex/Lowe | 2 |
| = 7 | Brown/Moir | 3 |
| = 9 | Worthington/Fullerton | 4 |
| | Kabel/Reinhardt | |
| =13 | Jewels/Kortlang | 5 |
| =20 | Gardner/Ainscouth | 8 |
| =22 | Nixon-Smith/Ward | 10 |
| =27 | Milner/Milner | 11 |
| 31 | Law/Smith | 15 |
| 32 | Baker/Mayhew | 16 |

Division 2

| | | |
|-----|-----------------------|-----|
| 1 | Coote/Marsden | 22 |
| 2 | Reddiex/Lowe | 40 |
| 4 | Brown/Moir | 46 |
| = 5 | Worthington/Fullerton | 48 |
| 9 | Kabel/Reinhardt | 60 |
| 10 | Jewels/Kortlang | 62 |
| =16 | Gardner/Ainscouth | 70 |
| 19 | Baker/Mayhew | 86 |
| 26 | Law/Smith | 115 |
| 29 | Milner/Milner | 147 |
| 30 | Nixon-Smith/Ward | 164 |

Results

| | | |
|-----|-----------------------|-----|
| 1 | Coote/Marsden | 27 |
| 2 | Brown/Moir | 51 |
| 3 | Worthington/Fullerton | 57 |
| 6 | Jewels/Kortlang | 71 |
| 8 | Kabel/Reinhardt | 73 |
| =10 | Reddiex/Lowe | 77 |
| 16 | Gardner/Ainscouth | 88 |
| 18 | Baker/Mayhew | 101 |
| 25 | Neumann/Best | 132 |
| 26 | Law/Smith | 135 |
| 28 | Milner/Milner | 169 |
| 29 | Nixon-Smith/Ward | 177 |
| 32 | Tindal/Coleman | 452 |

| | |
|-----------------------|--|
| Coote/Marsden | |
| Neumann/Best | |
| Brown/Moir | |
| Reddiex/Lowe | |
| Jewels/Kortlang | |
| Peel/Blake | |
| Smallman/Garth | |
| Worthington/Fullerton | |
| Kabel/Reinhardt | |
| Nixon-Smith/Ward | |
| Cross/Ambrose | |
| Falldt/Dean | |
| Baker/Mayhew | |
| Mitchell/Wallis | |
| Cadell/Heales | |

| | | | | | | |
|--|----------|----------|----------|----------|----------|----------|
| | <u>1</u> | <u>2</u> | <u>3</u> | <u>4</u> | <u>5</u> | <u>6</u> |
| | 7 | 2 | 1 | | 1 | |
| | 5 | | | | 2 | |
| | 4 | 1 | 1 | 1 | 1 | |
| | 2 | 3 | 1 | 2 | 1 | |
| | 2 | | | | 2 | |
| | 2 | | | | 1 | |
| | 2 | | | | | |
| | 1 | | 2 | 1 | 1 | |
| | 1 | | | 1 | 1 | |
| | 1 | | | | 1 | |
| | 1 | | | | | |
| | | | | | 1 | |
| | | | | | 1 | |
| | | | | | 1 | |
| | | | | | 1 | |

4050 Kms to see "Il Maestro"
or "I wouldn't cross the street to see the dago faggot"

It would be untrue to say that I'd always wanted to see Fangio race, its impossible to hanker after the past and watching "Il Maestro", arms pumping away, balancing a 2½ litre front engined racing car, was filed along with the Battle of Hastings and the death of Christ as one of those historical facts now past. So when I read that the immortal J.M. was coming to do a few laps of Sandown in a W196 Mercedes Grand Prix car, I was ultra keen, to say the least, to see them both in action. Naturally a 67 year old man wasn't going to be really quick, but behind that weather beaten face theres such a lot of history - think of the greatest drivers ever and its Nuvolari, Fangio, Moss who spring to mind. I resisted the call to Sandown till I saw the W196 being unloaded at the docks, then my resistance disappeared like scruples after champagne.

Having just started up The Booksmith personal finances didn't extend to flights to and from Melbourne so the Civic was being called into the front line again as a "rapid" means of transport. I didn't fancy doing that distance on my own, and TIMS hadn't any holidays scheduled, so Peter Marshall was called in to act as guide, companion and odd job man.

We left at 5am on Friday, 8th September. I'd been up at 3.30 to eat a soft googy and drove down half asleep to the Marshalls household. Soon we were steaming along at 5,800 in pursuit of, and actually passing (!) an XJ6 Jaguar. It wasn't long before we noticed that almost every car we saw was Victorian registered, and then the penny dropped and Pete realised that this was the last weekend of the Victorian school holidays. So we began passing, singly, and en masse, droves of the caravan brigade. To further complicate matters, recent torrential rain had caused minor flooding which continued throughout the trip, necessitating many first gear sections breasting the waves. Indeed the very first flooded section was 16 inches deep, and a considerable amount of water came in through the gearlever hole in the floor. I was slipping the clutch to promote enough exhaust gases to keep the water at bay, but I packed that in when the clutch began slipping mightily without any prompting. We were very lucky to get out of one hole, and for a while each gearchange was accompanied by fierce juddering. The day was a dismal grey affair and most unpromising for fast motoring. Still we tramped on at 5200 as fuel economy at 5800 was laughable. Just after leaving Dubbo, Pete (who was driving) started looking for the Parkes radio telescope. This carried on for a hair raising couple of hours as we skimmed trucks and nudged the dirt edges, then he found it near Parkes (!) and so was at last able to concentrate on his driving. Our hourly progress was as follows (in Kms) 89, 120, 101, 105, 107, 97, 116, 108, 102, 106, 107, 129, 128, 102, 98, 88 and we arrived in Melbourne City Centre at 9pm after 16 hours almost continuous running - a very praiseworthy effort for 117000's in their 87,000 kilometre.

Pete had arranged for us to stay at the home of Wendy Marshalls' parents in Beaumorris (Beaumaris ?), a nice big house but the garden was in process of being 'done' so it resembled a scene from no mans land in World War 1. I stumbled through trenches and machinery, spotting a long forgotten corpse here and a discarded gasmask there till the house was reached. Mein host greeted us at the door, and soon I was watching the ABC's "tribute to Fangio" feeling very smug and knowing that if I'd been watching it in Brisbane I'd have been biting the rug with mortification. What a stupendous program, Big Ed's 'Long Search'.

Saturday morning, time for a look at Melbourne's secondhand bookshops (Groan - dribble - knash teeth in envy). Our first special trip was a few laps of the Albert Park Australian Grand Prix course. This was used in the fifties, and certainly Moss won the AGP there in 1956 in a 250F Maserati. Like most Park courses it was squarish, and it didn't need much imagination to picture Moss's green car with No.7 on the side flashing past and drifting round the long, fast tree lined bends. One of the corners was a double apex left that started as a 90 and became progressively quicker, just imagine one of the squat Holden specials sliding round that in the rain. I really enjoyed this - my trouble is that I was born 20 years too late, although had I been born in 1925 I would have missed the big Mercedes and Auto Unions, and if in 1905 I'd have missed Boillot and Ascari so perhaps I'd better be happy with what we've got. (Purely as an aside but Clark, Rindt and Peterson. Lotus give a lot, but by god they take a lot too).

After a very presentable counter lunch washed down with the local amber fluid (not as nice as North Queensland Lager though) we went to Moorabins' aircraft museum. A small but world famous collection, and its hard to believe but on a sunny Saturday afternoon it was SHUT. They had about \$6 worth of customers milling about outside and I really think that that was a capital cock-up. So I had to be content with a few snaps taken through the wire fence. Highlights were a very smart F40 (probably a Tomahawk), a really splendid Wirraway, a rather tatty but very pugnacious Beaufighter with thimble nose radar and four massive ports for the cannons. An early Gannet with dustbin radardome, this looked a big aeroplane to be flung off of a carrier deck with one turboprop blasting away, plus the usual but welcome Meteors, Dakota, Venom and Sycamore.

Then came what would surely be the second biggest thrill of anybody's life - their first drive of a Jowett Javelin. The Jowett Car Clubs' President lives 5 stones throw from Sandown, so we'd arranged to leave the Civic at his house on race day, and when the meeting was over the day would conclude with a Jowett barbecue. Despite the fact that I've bought two Javelins, and that they've occupied my spare time since 1976 I've never actually driven one. So it came as a considerable shock for me when Jack Craven, the JCC's President offered me a drive of his 'PC' model. The car starts with that distinctive flat four beat, but its less harsh than a VW owing to the muffling effects of the water jacket. The gearbox is a bit noisy in the indirects but quiet enough in top, also its best to treat the gearbox gently and have a moments contemplation between gear changes otherwise the dreaded C-R-U-N-C-H occurs and Jack starts crying. The performance is more than adequate for modern suburban conditions, the view over the ridiculously short bonnet is superb and the seats are soft yet firm enough to keep one in place. Soon we were bowling along at 60mph with the whole thing feeling very positive and stable on the road. In a word I was positively 'taken' and delighted to have made the correct choice when looking for a interesting car to rebuild. Still enough propaganda, my ever vocal staunch patriotism for Jowetts is a bit of a joke really, I believe they're an interesting design well executed, but lets not go overboard.

After this exciting episode (when my pulse had slowed to almost normal) we visited some friends of Petes' whose house nestles in an enchanted glen. To really appreciate this you must spend your formative years in a council flat in a large city. There's a run of about 3 miles along a yumpy, gravel road full of 90's and fast corners to the house. A bloke would have to have ice in his veins not to respond to that, so as it was dark and safe we had a minor dice, letting the stones rattle along the underneath of the car and getting a little bit of a swing on. Anyway once the larrakin

element had burnt itself out we descended into the valley. The house is an A frame structure and delightfully basic, none of your concrete patios here cock, just the same rooms as my little white home in the south but arranged a little differently. The house is surrounded by trees, creek and an embryonic orchard. Also there are ducks, dogs (one of whom delights in dropping big chunks of wood on your foot) and a ram called B-A-A-SIL. We were invited to stay for dinner, which made the old ticker drop a bit. There's nothing wrong with good English/Australian cooking, so why do invitations out of the blue always end up with a big plate of something ghastly that smells like dogs poop (with rice of course). I practiced my "Not too much for me, I had a big lunch" but the meal was yer actual bonzer tucker with un-muckedabout spuds and veggies. So I ripped into that, and a big bonus, I was the only one knocking back the white plonk. By now the party had swollen to 7, so a fire was made outside and we sat around getting each side done in turn. It was at this time that Pete's very ocker mate from over the hill came out with the classic Australianism "Geezus, I wouldnt cross the street to see the dago faggot" which I regard as a classic of its type. Now Dr Whos' 'Tardis' is an odd time machine but oddest of all must be a can of beer. Give the average Aussie a frosty and his complete conception of time disintegrate. So at 1.30am when Pete was holding forth to an enraptured audience about Production forecasting, planning, and Control I went to sleep on the living room carpet.

Upon awakening at 7am the first thing to do was scan the sky for the weather conditions. Heavens be praised the weather looked quite presentable. Our breakfast was a poached duck egg in a metal ring. I surreptitiously glanced at the others to see what local custom did with the ring. Pete chopped round the edge of his egg and removed his so I did the same (You may laugh but in Birdsville NOBODY eats their squid sucker side upmost).

I finally managed to boot old Marshall out at 8am, and we drove to Jacks house and left the car in the drive. After statutory greetings (G'day howya growing) we walked to the track and entered by the gate opposite the left - right that leads into the 90 left and how.

A short aside but its very annoying when circuit owners change the name of the corners every year. The only corners at Sandown I can now be sure of are Dunlop and People Trust Holden, the latter only because its such a silly name.

At the circuit our first port of call was to the paddock behind the grandstand where all the interesting vehicles were being kept. The first thing to greet the eye was a row of gleaming Ferrari's, about twenty in all, ranging from a circa 1962 250GT Short Chassis Berlinetta, to a current Boxer, with plenty of Dino's (and a delectable Spider) and current GTBs. There was such a lot to see in the paddock, 2 Brescia Bugattis; a 4CLT Maserati, Massive Lagonda and Bentley, a little Cooper-Jap, gull winged Mercedes 300SL, pre-war MGs, Cooper-Climax, Lotus-Fords. Every now and again an engine would burst into life, whether a racous racer, ticky-ticky vintage or Webered modern, and 'in-out' clutches would work overtime as the car was threaded through the crowd. All very nice but the time for the first race was almost upon us, so we went into the grandstand and obtained a wallside perch. Brabham in his 1966 - 67 BT24 powered by a Repco V8 won the race, but not until he'd had a spot of bother with a determined little formula junior thing that kept nipping under his wheels. Naturally Jacks car was immaculate and beautifully rebuilt, so he wasnt really going to bung it about.

our next port of call was Holden corner, but the horsy rails limited our view from the front hub to the drivers elbow, and even the 300mm

camera lens I'd borrowed from Glen Somerville didn't give me any pictures I felt like taking. Nicest noise here was the 1½ litre supercharged Maserati. It wasn't being revved too hard, but its howl could be heard all the way up the straight over the noise of the other competitors.

We wandered up the straight till we found our niche on 'Yobs Hill'. The only similar place to this that I know is the hill behind the Gasworks hairpin at Monaco. This fills with Italians and when Bandini, Brambilla, Regazzoni or Surtees come round in the lead its "Buono, buono, avanti, avanti" but when Hill, Clark, Hulme or Hunt are doing well its tears all round and pass the vino. But for all its patriotism its never antagonistic, so if you want to cheer a BRM 1,2 then you can without any fear of being duffed up.

The first 'race' we saw from this vantage point was a reliability trial which had Fangio piloting our Prime Minister about in a 1921 Benz. Now the crowd was torn with the desire to A, cheer one, and B, boo the other. So they split pretty evenly down the middle. I could imagine both Juan Manuel and the PM thinking "They're cheering me, I wonder why they're booing him?".

Snatches of the Australian Grand Prix were seen between the heads. McRae had a lead of 12 seconds in 4 laps, and his car looked really modern and made the Lolas etc, look old fashioned. McCormacks Leyland powered device certainly sounded more like a racing car than the American engined devices (always acknowledging that Leylands V8 was originally a Buick engine). A collective gasp went up and I looked round to see Coopers car slam into the barriers. If it had been two feet to the left then he would have just slipped between the barriers and piled into the crowd - after the mess had been cleared up the gap was filled with straw bales. The shunt looked horrible, and with marshals running across the track McRae came zooming through at a very unnecessary speed, perhaps he wishes to be as immortal as Tom Pryce. Just before the race finished a big commotion took place under the Dunlop bridge. Through the lens I could see mounted policemen keeping the crowd back. From our vantage point it was impossible to see the situation, but Hamiltons car had disappeared from the race. On the television that night we did see the remains of the accident and didnt that look ghastly, me I'm sticking to dominoes.

Then we came to the piece of resistance. The big demo was by invitation, and should have featured David McKay in his 250LM Ferrari, but a crash during a practice reduced the Ferrari to scrap and sent him to hospital for a number of urgent operations. Naturally the daily papers stuffed up the story completely, and presented three shots of a crashing car which if it was a 250LM then I'm Ronald Biggs, to me it looked like a Stanguellini (but with three Webers?). It was a four lap demo, and there was the King, well wrapped up against the cold wind, punching the W196 through the corners with his arms half bent and holding the wheel at the 9.15 position. The Mercedes engine made a barking noise in contrast to Jacks screaming V8, and on the move the front engined car looked really big and impressive, a "Silver Arrow" indeed. Four laps was a bit stingy, one was just noticing the subtle points of "Il Maestro" leaning well back in his seat with half a grin on his face when it was all over. Gone but not forgotten, ever.

You can't follow the best act in the world with anything any better, so why not send on the clowns? This being so we were treated to a 3 hour saloon car race. "Yobs Hill" became really excited, and followers of both camps were very vocal in their support of whichever Australian made V8 saloon they favoured, personally I thought the clockwork Honda Civic looked lovely. To pass the time I used Glens lens to capture lots of local talent on film. All good things

must come to end eventually and so do saloon car races. Australia's best long distance driver won the race followed by his team-mate, did anybody hear what excuse our droning, nasal Canadian friend came up with this time ?

Feeling quite shattered we made ourselves comfortable at Jack's place and had a most enjoyable couple of hours. I had a drive of another 'FC' and admired one of the few 'PD's in captivity. One troubling point is that peoples cars have bits that I've never even seen, let alone possess, still my troubles dont even start till its going. I was given some bits for the Javelin but they belonged to Jack so he took them back (that larrakin element that exists in every club).

Back to Dons place where Iron Man Marshall stayed up to watch it on television, while I trod carefully around the sewing room in which we were sleeping.

Monday morning and back to Brisbane. But first we had to visit Pete's old home, one of his friends who was VERY busy, a vineyard (I had 8 Rieslings and 4 Ports whereas the drunks of Pinjarra Hills had a dozen of everything). I had decided to stop at Bathurst to get some photos of the car perambulating round the racetrack, and in an effort to get there in daylight the Civic was really pushed along. Entering one town, just as we passed the Drive In Movie, the engine ran out of petrol, but as we were doing 140 at the time we coasted into town, over the main highway (!) and into a filling station.

Pete had whinned throughout our stay that he likes to stop for a meal so he was entrusted with getting the lunch (It was somewhere that wasn't Gundagi) and he came back with two paper bags full of awful things, to wit, 2 Dim Sims - which I wouldn't touch with a barge pole, a bit of fish which I was just about to bite into when Pete says "Have you eaten shark before ?" - now I like a bit of fish, just as long as its from one of those big chaps who swim around all day looking boggle eyed at each other and pursing their lips. I refuse to eat anything that could be the grandson of the fish that eat old Holt, it would be cannibalism. The other bag contained some chlorestrol potato cakes - not the best of lunches.

Rushing onwards we were going to reach Bathurst with just enough light for photography, when the alternator bracket broke into three pieces. The alternator fell off, the water pump didnt and we stopped at the first garage. While I was wondering whether to sell the car for scrap, Pete had arranged for the bracket to be welded and was fixing new nuts and bolts everywhere. This only delayed us for 20 minutes but that was enough to finish off the light. So we stopped for a splendid dinner in Bathurst. Soup, Potato pie and steamed pudden washed down by a proper glass of shandy. Then I did two laps of the Mt Panorama circuit.

Very impressive. Some of the more hideous drops are protected by new concrete walls but its still frightening. What a memorable place it is, and how close to the road some of the farms are. The bit from Skyline to the 90 left that leads onto the straight was impossible at 60 kmph in the Civic, and thatstight. A circuit Australia can be really proud of - I bet it gave Jackie Stewart sleepless nights for a month.

Onwards from Bathurst. We had a good dice with a Fiat 124, filled up the tank at Dubbo and I went to sleep for 1½ hours. By Narrabri petrol was tight and there wasn't a thing in the town open, so I took the helm and we spent 1½ hours covering the 105 kms from Dubbo to Moree with the minimum of throttle possible.

Between Goondiwindi and Warwick we ran into a roo, the first one we'd seen (or rather hadn't seen) in the whole trip. Obviously keen on a nice hot shower he stuffed his head through the radiator,

thumping a spotlight vertical and destroying the grill, but strange to relate the bionic Hella wasn't broken. Naturally at this time when we had to stop to refill the radiator regularly, the starter motor went on strike, so many times we ended up pushing the bubbling caudron along.

At last we returned to Petes place after one of his 'short cuts' had taken us from Amberley almost to Toowoomba

Conclusion

If it meant a four day walk over stone roads in bare feet to hear The Sermon on the Mount, would you stay at home? Or how about walking from London to Yorkshire in 3 days to chop up the Danes at Stamford Bridge, could you really scratch your fleas and declare it none of your business? Well on its own level this was a very important thing for me to see, and it must rate with Armstrong kicking up the moon dust (at Ham in England) in its depth. Thank you to Peter Marshall whos so well organised when things go wrong, and who makes such a fine breakfast, even if his taste in luncheons is somewhat chronic.

After breakfast at Petes I went to spend the day in the shop, gaining a few hours sleep at my desk to the consternation of the customers. However virtue is its own reward and my days takings of \$20+ easily covers that days overheads.

Big Ed

Recent Clubnights

16th August - Off Road Night

Once again a good turn out of members. The clubroom redecoration was almost complete but we all had to ignore that fact owing to the official reopening coming up. Well it was magazine night of course and in the bar you could have heard a pindrop in the clubroom, fearing that the rag had produced such waves of boredom that everybody had fallen asleep, I peered anxiously out, but there they all were, heads down, lips moving as their lack lustre eyes scanned the pages - theres no accounting for taste.

Off Road Nights always convivial, even on Ekka holiday day when it should have been as quiet as Edgar Alan Poe's tomb.

30th August - General Meeting

We only get 4 five Wednesday months a year, and the General Meeting that occurs on those rare occasions is always presented to us as a chance for proper Committee/Member discussions. Well on this occasion the meeting didn't happen, and chaps, thats very naughty.

Once again lots of members found the new clubrooms a very nice place to have a drink on a Wednesday night, and amongst the throng I saw Ivan, who dragged me off to look at his new Volvo wagon (and I always thought he was working class), Garry Connolly who was seeking people to take the BSCC shilling and assist at Goondiwindi, puss I saw the bottom of a few cans of wine and TIMS drove home while I sang sea shanties.

6th Sptember - Offical re-opening of the Clubrooms

This was obviously going to be a gala occasion so I donned the old Harry Fenton whistle and flute to give the place a touch of class. Well everybody was there, including Peter Snell who gave his annual lecture on being Club champion. John Hall collected the rally award, Ruth Tindal wasn't on hand to receive the ladies trophy, and after that my self control faded away as Lee (Bloonbottle) Drummond got

the Motorkhana award - there were some shouts of "Boo" but TIMS told me to shut up.

I met new members Mike Hall and his charming wife, who hail from the old country (thats England Gunther). Having both been involved in THE sport in England, we circled warily round each other trying to find out who was the biggest liar (Why I didn't wear my RAC International Rally badge with two year bars I cannot think), anyway he seems quite genuine, and anybody who gestures that you've got something green and dreadful hanging from your mo can't be all bad.

That well known President about town Alan Lawson had some difficulty in reading the names on a trophy, so I went up to help him. Just as I got there the microphone collapsed, I know we get some noises from down there but nothing intelligible. The urge to drop to one knee and sing "Mamee" was almost overwhelming.

The redecorating has been a great success, and this months Editorial is devoted to it.

Help Wanted

Big Ed wants to go and look at the Southern Cross Rally, so I want someone to run the bookshop on October 16th, 17th and 18th. No work as such is involved - all prices marked on the books - plenty of time for knitting or reading. Catch 22 is that as the shop isnt making any money yet, the only payment I can offer is 25% of the takings. Anybody interested can reach me at home on 208 1721.

Take Notice All Off Roaders

I Warren Tegg, available on 341 6365 (home) and 3490622 (Work) will navigate the Gundi 400 for any enthusiastic driver. Previous experience with this and other events.

For Sale

ex Holden Dealer Team XU-1 Rally car - Car is beingsold complete with Halda, , lights, 12 Globe Mags, 4 new tyres - Phone Glen Somerville Home 384 325, Work 356 330.

Birth for the Walls

Our congratulations are extended to Ian Wall (and Mrs Wall of course) who has become the father of a bouncing 123oz baby girl. Ian tried to tell everybody at the club but they just kept their bscks to the Wall. Nows the time to start buying the little lass books Ian.

SALE 2 Cibie Super Oscars plus assorted Datsun 1600 parts. Further details from Peter Garbutt at the clubrooms or Mr Tenpercent Dennis Brown has full details on 208 4587 (Work).

URGENT SALE

1969 Datsun 1600, 1800 Twin Carb Motor, Velox alloy pistons - fully balanced crank, tuned extractors - straight through system, Half Roll Cage, Avanti map light, New brakes power assisted, Solid centre clutch, Marchall 100 watt insett lights, Many spare parts including motor. Body work needs work and paint. Owner going interstate. Sell Unreg. \$1600 or best offer. Ring Dave Whiting Girlock Salisbury for further information 275 2522

NEW MEMBERS

This month we welcome the following people as new members of the Brisbane Sporting Car Club:

Patricia Bennett Wilston
Rob Burns Holland Park
Kerry Payne Kelvin Grove (Associate)

Big Ed's Column

G'Day, Bonsoi, Halo, Guten Tag, Bueno Serra or in my native tongue; Wotcha !

I have hopes of doing the Repco Round Australia Trial in a Swedish car. The actual make is secret but if you reverse the first and fourth letters, and reverse the second and fifth letters then it spells Volvo.

Now this is an event for men of iron, men with the will to clamp down on a straining bladder, laugh at an empty stomach, smirk at sleepless nights, make light of crew members idiosyncrasys, and shrug off the smell of unwashed bodies and two week old underdaks. Well I'm not like that, my drivers call me "Widdler", I'll eat anything when I'm not hungry (even sweet and sour curried macaroni), if I dont get my 14 hours kip a day I become positively bitchy (dear), and constant renderings of popular tunes such as "If they could see me now" and the picking of teeth or nose drive me homicidal almost instantly, so to improve our chances the car will be fitted with the following options.

Automatic Talcum Powder Dispenser

On top of the car will be a 50 litre container of "Smithsmooth's Bum Soft" talcum powder. This will be fed to strategic points of the crews bodies by neopropolene tubes (Plastic tends to crack at temperatures near freezing point, and the desert in August is no joke). As fatigue makes people forgetful, the powder will be squirted by a suction pump on the roof which is primed by air pressure. Body location points are as follows ;

| | <u>Male</u> | | <u>Female</u> | |
|--------------|-------------|---|---------------|---|
| Armpits | 2 | 2 | 2 | 2 |
| Naughty Bits | 2 | 4 | 2 | 2 |
| Feet | 4 | 4 | 4 | 4 |

Turd Hurler

The "Naughty Boy" (Reg'd trade mark) Mk1 has a 50 metre range and covers the whole motion from go to woe.

This is'nt the easiest thing to explain delicately. Every day the device can be set in motion by the use of a switch, or to prevent a sudden flood of orders it works automatically after 30 hours. What happens is that the centre of the seat falls away leaving a clear passage to the ejectors. Then razor sharp knives clear away the clothing till the infrared body heat detectors contact the bare skin. (The detectors are electrical of course so dont try using it with a weak battery, we lost Foskins that way, the "Naughty Boy" kept cutting upwards till his nose fell off.), then powerful suckers reach up and get a good grip on the buttocks and 120 volt shocks are sent through the body until the 'sniffers' detect something. To close off the sequence the matter is gaily wrapped in a plastic package that contains the words "Mucky-Poo's" in 48 languages and is ejected sideways at an angle of 45° and 100 fps. Finally the removed clothing panels are neatly restitched (but not always in the same order as they came off).

Competitors are asked not to use this convenience in any of the larger cities (except Sydney of course).

Naturally this amount of technology doesnt come without trial and error, and we lost Gladdock, Tidcot, Sneeling and Furbelow during a period when the automatic unit insisted on operating not every 30 hours but every 30 seconds.

Knicker Nickers

This is another little matter of personal hygiene that an over-tired crew can miss in the heat of the moment. (You ask Jim Reddix, on the Saharan event the arabs insisted he sleep with the goats but the animals threw him out).

This apparatus is relatively simple. On the dashboard will be two straps with a panel between them. The feet are inserted into the straps and then the panel slowly opens, and a pair of soft, long white feminine hands appear and creep up the inside of your trouser legs. While this is going on, a tape-recorder will play a soft rendering by Racquel Welch of "I'm not really weak, I'm only soft in parts". As the hands pass the knees they accelerate sharply till at a point two inches from the crutch they are doing 40 mph. Then the brakes snap into life and your knickers are ripped off by little pincers using the massive recoil. All competitors are asked to start the event wearing 28 pairs of pants. The only teething problem with this apparatus is the uncertain reliability of the brakes.

Burger Scoop. (This is TIMS, he's hopeless at spelling, for Troth read Following discussions at the highest level with the McDonalds chain, (Trough) we have received their assistance with the food requirements of the crew.

Using a hired Swearingen Metro 2 fitted with a few Harrier bits to make landing anywhere practical, McDonalds will land 3 times a day (4 on Sunday) and erect a troth in the road into which will be placed some of their succulent fare. A scoop will be lowered from the car and this will run in the troth and collect the food. To prevent waking the crew to eat, the burgers will be run into a blender, liquefied and fed straight into the crews bloodstreams. Simple and foolproof, in fact we only lost one man testing this, and that was because nobody noticed a cane toad in the troth just before the test vehicle came along (Williams spent a week croaking in a drain before somebody stuck a garden fork into him).

Gate Opener, Roo killer, Can Opener etc, etc

Sydney : Gateway to the World
(Please shut the gate)

This "Man on the Land" they always going on about on the Country Hour appears to have one big obsession in life - Gate building - why they even build gates where there are no fences, so even out west of Woop-Woop where the blacks have seen only three white men (The Coca-Cola rep, the tax collector and the local gate builder) the navigator can expect to get out of the car every 2mins 25secs on average. To prevent this waste of energy a thin laser beam has been secreted in the makers emblem on the grill. On test it sliced through wood, stone, Roos (and on one unfortunate occasion when it was left switched on, the gate keeper at TechnoSmith) like a treat.

Vibrators and Waterbed

Although mobile versions of the above were perfected in the Techno-Smith laboratories, they were not really part of the overall concept, but rather a little personal weakness. Details can be forwarded in a stamped and addressed plain brown wrapper.

This completes stage one of the necessary mods, what price the aces now ?

Now Open Big Ed's Secondhand Bookshop -- The Booksmith - is now open at 690 Sherwood Road, Sherwood and I'll be delighted to see any clubmembers for a cuppa and a yarn anytime. Hours of Business are usually 10 - 6 and 9 - 12 for Saturdays.

COMING EVENTS

| | | | |
|-----|----|-----|--|
| 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) |
| Wed | 27 | Sep | Expert Night Run by Tony Best and Charlie Blake |
| Sun | 1 | Oct | Hardie Perodo 1000 A Bumper day at the clubrooms with hired televisions, grog, plonk and all your mates, Letsbe Avenue |
| Tue | 3 | Oct | Committee Meeting, 7.30 pm |
| Wed | 4 | Oct | Bowls Night at the clubrooms Fun for all the family. |
| Sat | 7 | Oct | Scrutineering for BP Off Road 400 |
| Sun | 8 | Oct | BP Off Road 400 - Goondiwindi |
| Tue | 10 | Oct | Off Road sub-committee meeting |
| Wed | 11 | Oct | Table-top rally at the clubrooms |
| Sat | 14 | Oct | ASCC Southern Cross Rally |
| Mon | 16 | Oct | Social sub-committee meeting |
| Tue | 17 | Oct | Rally sub-committee meeting |
| Wed | 18 | Oct | Off Road night at the Clubrooms |
| Sun | 22 | Oct | Closed Motorkhana Full details next month or phone Lee Drummond |
| Wed | 25 | Oct | Expert night run by Wayne Bentley & Roger Gardner |
| Sat | 28 | Oct | IWMAC Open Rally (QRC 5) |
| Wed | 1 | Nov | Bingo night at the clubrooms |
| Sat | 4 | Nov | TSCC Goldfields Rally (Open) BSCC Social Night |
| Sun | 5 | Nov | Surfers Paradise Races |
| Mon | 6 | Nov | Ballot for Melbourne cup sweep |
| Tue | 7 | Nov | Committee meeting, 7.30 pm |
| Wed | 8 | Nov | Novice Night run by Tony Kabel and Hank Kabel |
| Sat | 11 | Nov | GCTMC closed rally |
| Sun | 12 | Nov | Closed motorkhana |