

# Brisbane Sporting Car Club

## » MAGAZINE «

CAMS AFFILIATED

PRICE 20c



REGISTERED FOR POSTING AS A PUBLICATION - CATEGORY B

FEBRUARY 1979

## 1979 OFFICE BEARERS

		<u>Phone Number</u>	
		<u>Home</u>	<u>Work</u>
PATRON . . . . .	Minister for Defence, Hon D. J. Killen		
PRESIDENT . . . . .	Garry Connolly	341 3961	221 6899
VICE PRESIDENT . . . . .	Allan Lawson	350 1461	52 5971
HON. SECRETARY . . . . .	Jeff Tremain	38 4858	221 6899
ASSISTANT SECRETARY . . . . .	Warren Tegg	341 6365	397 8233
HON. TREASURER . . . . .	Charles Blake	38 2693	
CLUB CAPTAIN . . . . .	Lee Drummond	398 7163	
COMMITTEE . . . . .	Ian Bond		Tony Hazeldine
	Dennis Brown		Ivan Holmes
	Paul Cadell		Peter Marshall
	Chris Goodreid		Laurie Tindall
	John Hall		Barry Torrens
GAMS DELEGATE . . . . .	Garry Connolly	341 3961	221 6899
HON. AUDITOR . . . . .	Nev Johnston		
PROMOTIONS OFFICER . . . . .	Paul Cadell	399 4235	
BUILDING & PROPERTY OFFICER . . . . .	Bruce Fullerton		
REGISTRAR . . . . .	Charles Blake	38 2693	
FINANCE SUB-COMMITTEE CHAIRMAN . . . . .	Charles Blake	38 2693	
MAGAZINE EDITOR . . . . .	Peter Smith	208 1721	
MOTORHANA & SPEED EVENT SUB-COMMITTEE CHAIRMAN . . . . .	Ian Fink		268 4233
OFF-ROAD SUB-COMMITTEE CHAIRMAN . . . . .	Ian Bond	341 1139	
RALLY SUB-COMMITTEE CHAIRMAN . . . . .	Chris Goodreid	355 6016	
SOCIAL SUB-COMMITTEE CHAIRMAN . . . . .	Wendy Marshall	202 6932	
SPORTING SUB-COMMITTEE CHAIRMAN . . . . .	Lee Drummond	398 7163	

## POSTAL ADDRESS

All correspondence for the club should be addressed to:

The Hon. Secretary  
Brisbane Sporting Car Club  
P.O. Box 314  
West End Brisbane 4101

## CLUBROOMS

BSCC clubrooms are located on the corner of Reid and Hawthorne Streets at Woolloongabba, and are open every Wednesday from 8pm onwards.

## MEMBERSHIP SUBSCRIPTION

The annual membership subscription is \$20 for ordinary members and \$6 for associate members. Associate membership is offered to the wife, fiancée and/or children of ordinary members.

## CLUB BADGES

The following club badges may be obtained from the Club Captain :

Reflectorised bumper bar stickers . . . . .	\$0.80
Metal lapel badges . . . . .	\$1.00
Iron on T Shirt Transfers . . . . .	\$1.50
Embroidered cloth badges . . . . .	\$2.00

Brisbane Sporting Car Club

FEBRUARY

Magazine - January 1979

Editorial

It always seems that by the time the first rag of the year hits the newsstands half the year has passed, however greetings to all our readers both old and new, and the magazine sub-committee (Pete, Tricia and Harry Smith) hope that our efforts in 1979 will be less worthy of scorn than those of 1978.

First broadside of the year is aimed at what its wrapper proclaims as "Queenslands most widely read motoring paper", the Royal Automobile Club of Queensland's journalistic effort "Road Ahead", which is, by a strange quirk of fate, Queensland's ONLY motoring newspaper. This monthly tabloid, which like the free suburban papers that blot the lawn, is produced solely for the revenue extracted from its wealth of adverts, is obviously aimed at the 40+ age group who drive their EH Holdens at painful speeds along the white lines. Its format is a couple of road tests, and articles of such banality and stupidity that the sort of member who actually reads them, must need all the assistance he can get.

Within its own publication the RACQ are always very quick to pat themselves on the back, but my last confrontation with one of their mobile patrols, and unsolicited testimonials from customers in the shop, have given the lie to any claims of friendly service. Plus the fact that their influence on motoring affairs generally, and on local and state government, appears to be far from beneficial to the ordinary motorist, witness the petrol shortage, unsealed roads in the suburban area, 1920's death traps like the railway bridge at Kuraby, exorbitant prices charged for 'sealed unit' spare parts by rip-off dealers, and the RACQ is just raking the money in so they can be rude to you when your battery dies. They should change their wrapper statement to "Queenslands most widely thrown away motoring paper"

---

Major Forthcoming Event

Novice Clubman Rally

March 24/25 1979

Regulations are just out for Laurie Garth's event. The ideal event for the sports new comers. Entry \$34 for 350km on the Toowoomba and Helidon maps. Round 1 of the Cabie - GP Cars Clubman/Novice Championship. Entries close March 9th at 6pm.

Laurie still needs plenty of assistance in the running of the event so if you can do a control or two, or assist at the start contact him on 349 8053.

---

This Months Cover

Well this is the cover for the conservative element - and deadly boring it is too. Next month will see the resumption of the sort of covers we're used to, that is until the all singing, all dancing printed version arrives.

(Pupil, Car, Instructors Time, Pupils Time)

Colin Bond	Escort	47.47		Syd Smith	Torana	57.55	56.90
Rex Faldt	Escort	55.47	57.63	Neil Swaysla	Escort	58.10	52.68
Graeme Adair	Moke	55.70	56.55	Geoff Smallm	Escort	58.10	56.27
Glen Somerville	Torana	55.78	50.29	Gary Batts	Torana	57.55	53.77
Peter McMahon	Escort	55.80	57.15	Bruce Garland	Escor	58.14	57.57
Bruce Fullerton	Mazda	55.88	61.90	Rod Hannifey	Torana	58.59	55.91
Russell Worthington	Mazda	55.88	53.77	Dennis Brown	Datsun	58.86	55.04
Warren Tegg	Escort	55.80	58.88	Keith Tapsal	Datsun	58.86	56.71
Lee Drummond	Mazda	56.04	52.64	Wayne Black	Mazda	58.88	55.11
Boyd Owens	Mazda	56.63	57.36	Peter K	Datsun	60.42	55.45
				Peter Philli	Datsun	59.05	54.05

Times for driving the works Escort

Colin Bond	19.60	10	Bruce Garland	22.98
1) Russell Worthington	21.61	11	Dennis Brown	23.14
2) Peter Phillips	21.63	12	Gary Batts	23.29
3) Wayne Black	22.00	13	Geoff Smallman	23.71
4) Peter K	22.08	14	Keith Tapsall	23.80
5) Bruce Fullerton	22.15	15	Rod Hannifey	23.85
6) Syd Smith	22.37	16	Rex Faldt	25.16
7) Glen Somerville	22.81	17	Peter McMahon	25.87
8) Warren Tegg	22.83	18	Graeme Adair	25.92
9) Lee Drummond	22.87	19	Boyd Owens	26.32

Russell Worthington has become an honorary member of SPARC so he can lead the cricket team; theres no truth in the rumour that Bruce will be doing the scoring, and will SPARC really let a lecherous hound like Russell wear white ?

If you renew to the club and want to start at the bottom of rallying, like the rest of us did, then how about doing a few controls on the clubs Novice Rally at the end of March ? Ring Laurie Garth on 349 8053, he'll be delighted to hear from you.

The club has just gained two Legal Eagles. Warren Tegg and Wayne Black were admitted as Solicitors of the Supreme Court of Queensland. Fanny having Solicitors at the BSCC, dont they usually join the Athenaeum or Whites ?

Recently Consumer Groups, the Government and Manufacturers have got together and formed an association or a committee or something. The BSCC is the only club represented along with Ford, Holden, the Brisbane Boys Grammar (!) and, wait for it, Vilma Ward, (but not Haydn Sargent). Garry Connolly attended the first meeting for us, it was an alcoholic do and Garry still has no idea what its all about.

I just dont get to hear things till too late, so let me now pay tribute to Clarry Harrison who arranged all the television coverage the Club received during the Rally School, and to JOHN HALL who was very active with Dennis in the conception and execution of the project.

We need sponsors for nightruns. If you're in business or just flushed with money (are you there Roger ?) then \$10, \$5 or \$2 will give the nightrun championship an added boost. See Charley Blake before he sees you.

Graeme Adair wants a Halda and T Piece for a Mini, phone 208 1507 as he hates money and wants to get rid of it.

Clubmember Sid Snott wants to scratch "Death to Pigs" on somebodys car. Phone 224 6553 but remember to speak slowly, and dont use any long words, Sid is also looking for a regular sadist this year.

Star Endure

27th-28th January 1979

As I have results to hand but no reports yet, I shall do the results summary first, then the reports, I know this contravenes Article 12 sub para 5 but if you dont live a little dangerously why live at all ?

Prologue

1 Poots/Guidotti	3.44.03	13 Croucher/Schmied	4.17.01
2 Adness/MacFarlane	3.54.00	14 Chadwick/Chadwick	4.18.10
3 Wolfe/Baker	3.55.02	15 Mannion/Farley	4.20.02
4 Blackburn/Blackburn	3.58.09	16 Chalk/Castles	4.21.00
5 Wilton/Norris	3.59.05	17 Taylor/Hamlin	4.25.09
6 Baird/Davie	3.59.07	18 Poole/Burton	4.31.00
7 Watkinson/Goostrey	4.06.00	19 Neville/Neville	4.37.05
8 Loy/McCreery	4.09.01	20 Taylor/Ashford	4.37.09
9 Collins/Collins	4.11.01	21 Stewart/Robinson	4.53.09
10 White/Blackbourne	4.12.08	22 Ford/Campbell	4.57.07
11 Daley/Daley	4.15.00	23 Patterson/Kent	4.58.00
12 Cantell/Marshall	4.15.01		

Lap 1

1 Poots/Guidotti	30.24	12 Mannion/Farley	34.53
2 Adness/MacFarlane	31.07	13 Patterson/Kent	35.03
3 Wolfe/Baker	31.24	14 Taylor/Ashford	35.41
4 Baird/Davie	31.33	15 Stewart/Robinson	36.04
5 Wilton/Norris	31.41	16 Poole/Burton	36.10
6 Loy/McCreery	32.16	17 Cantell/Marshall	40.31
7 Blackburn/Blackburn	32.54	18 Daley/Daley	44.13
8 Chadwick/Chadwick	33.12	19 Taylor/Hamlin	57.02
9 White/Blackbourne	34.02	20 Peel/Maile	69.29
20 Croucher/Schmied	34.28	21 Collins/Collins	98.58
11 Chalk/Castles	34.50	22 Watkinson/Goostrey	107.22

Lap 2

1 Poots/Guidotti	29.21	12 Chadwick/Chadwick	36.54
2 Adness/MacFarlane	30.31	13 Croucher/Schmied	37.31
3 Wolfe/Baker	30.36	14 Wilton/Norris	38.52
4 Blackburn/Blackburn	31.10	15 Mannion/Farley	42.36
5 Loy/McCreery	32.30	16 Patterson/Kent	44.20
6 Chalk/Castles	33.43	17 Stewart/Robinson	44.48
7 White/Blackbourne	34.09	18 Collins/Collins	45.35
8 Taylor/Ashford	35.11	19 Watkinson/Goostrey	46.37
9 Poole/Burton	35.23	20 Baird/Davie	49.31
10 Daley/Daley	35.28	21 Cantell/Marshall	51.04
11 Taylor/Hamlin	35.33		

Top 10 after 2 laps

1 Poots/Guidotti	59.45	6 White/Blackbourne	68.11
2 Adness/MacFarlane	61.38	7 Chalk/Castles	68.33
3 Wolfe/Baker	62.00	8 Chadwick/Chadwick	70.06
4 Blackburn/Blackburn	64.04	9 Wilton/Norris	70.08
5 Loy/McCreery	64.46	10 Taylor/Ashford	70.52

Lap 3

1 Poots/Guidotti	29.38	9 Poole/Burton	34.02
2 Adness/MacFarlane	31.04	10 Taylor/Ashford	34.28
3 Collins/Collins	31.24	11 Chalk/Castles	34.39
4 Blackburn/Blackburn	31.54	12 White/Blackbourne	34.42
5 Loy/McCreery	32.28	13 Wilton/Norris	37.18
6 Baird/Davie	32.30	14 Stewart/Robinson	40.32
7 Taylor/Hamlin	32.40	15 Chadwick/Chadwick	42.42
8 Cantell/Marshall	34.01	16 Croucher/Schmied	56.42

Top 10 after 3 laps

1 Poots/Guidotti	89.23	6 Chalk/Castles	103.12
2 Adness/MacFarlane	92.42	7 Taylor/Ashford	105.20
3 Blackburn/Blackburn	95.58	8 Poole/Burton	105.35
4 Loy/McCreery	97.14	9 Wilton/Norris	107.26
5 White/Blackbourne	102.53	10 Chadwick/Chadwick	112.48

Lap 4

Poots/Guidotti	29.59	8 White/Blackbourne	36.57
2 Adness/MacFarlane	31.15	9 Chalk/Castles	37.41
3 Collins/Collins	31.18	10 Stewart/Robinson	38.16
4 Blackburn/Blackburn	31.59	11 Chadwick/Chadwick	39.44
5 Loy/McCreery	33.41	12 Croucher/Schmied	40.59
6 Taylor/Hamlin	35.15	13 Wilton/Norris	45.27
7 Poole/Burton	36.09	14 Taylor/Ashford	98.53

Division 1 (Points Lost)

1 Poots/Guidotti	19	(119.22)	=	6 Poole/Burton	62	(141.44)
2 Adness/MacFarlane	28	(123.47)		8 Chadwick/Chadwick	86	(152.32)
3 Blackburn/Blackburn	38	(127.57)		9 Wilton/Norris	87	(152.53)
4 Loy/McCreery	42	(130.55)		10 Stewart/Robinson	100	(159.40)
5 White/Blackbourne	60	(139.50)		11 Taylor/Hamlin	101	(160.30)
= 6 Chalk/Castles	62	(140.53)		12 Croucher/Schmied	120	(169.40)

Lap 5

1 Loy/McCreery	28.50	6 White/Blackbourne	33.29
2 Poots/Guidotti	29.54	7 Croucher/Schmied	33.50
3 Adness/MacFarlane	30.58	8 Poole/Burton	34.41
4 Wilton/Norris	33.03	9 Chalk/Castles	35.09
5 Taylor/Hamlin	33.22	10 Blackburn/Blackburn	44.05

Top 10 after 5 laps

1 Poots/Guidotti	149.16	6 Chalk/Castles	176.02
2 Adness/MacFarlane	153.45	7 Poole/Burton	176.25
3 Loy/McCreery	159.45	8 Wilton/Norris	185.56
4 Blackburn/Blackburn	172.02	9 Taylor/Hamlin	193.52
5 White/Blackbourne	173.19	10 Croucher/Schmied	203.30

Lap 6

1 Poots/Guidotti	30.56	6 Poole/Burton	36.10
2 Adness/MacFarlane	31.30	7 Wilton/Norris	37.17
3 Croucher/Schmied	33.19	8 White/Blackbourne	37.19
4 Loy/McCreery	33.26	9 Chalk/Castles	39.00
5 Taylor/Hamlin	35.27	10 Blackburn/Blackburn	40.37

Top 10 after 6 laps

1 Poots/Guidotti	180.12	6 Blackburn/Blackburn	212.39
2 Adness/MacFarlane	185.15	7 Chalk/Castles	215.02
3 Loy/McCreery	193.11	8 Wilton/Norris	223.13
4 White/Blackbourne	210.38	9 Taylor/Hamlin	229.19
5 Poole/Burton	212.35	10 Croucher/Schmied	236.49

Lap 7

1 Poots/Guidotti	31.21	5 Blackburn/Blackburn	35.53
2 Wilton/Norris	33.16	6 Poole/Burton	38.05
3 Loy/McCreery	33.24	7 Chalk/Castles	42.05
4 Croucher/Schmied	35.43	8 White/Blackbourne	59.42

Top 8 after 7 laps

1 Poots/Guidotti	211.33	5 Wilton/Norris	256.29
2 Loy/McCreery	226.35	6 Chalk/Castles	257.07
3 Blackburn/Blackburn	248.32	7 White/Blackbourne	270.20
4 Poole/Burton	250.40	8 Croucher/Schmied	272.33

Lap 8

1 Loy/McCreery	33.41	5 Poole/Burton	37.45
2 Croucher/Schmied	34.18	6 Blackburn/Blackburn	37.52
3 White/Blackbourne	35.22	7 Wilton/Norris	39.18
4 Poots/Guidotti	37.36	8 Chalk/Castles	46.27

## Division 2

1 Loy/McCreery	47	(129.21)	5 Poole/Burton	74	(146.41)
2 Poots/Guidotti	40	(129.47)	6 Blackburn/Blackburn	97	(158.27)
3 Croucher/Schmied	55	(139.11)	7 Chalk/Castles	106	(162.41)
4 Wilton/Norris	66	(152.54)	8 White/Blackbourne	113	(165.52)

## Results

1 Poots/Guidotti	59	(249.09)	1st Class	1
2 Loy/McCreery	89	(260.16)	1st Class	5
3 Blackburn/Blackburn	135	(286.24)	2nd Class	1
4 Poole/Burton	136	(288.25)	1st Class	3
5 Wilton/Norris	153	(295.47)		
6 Chalk/Castles	168	(303.34)	1st Class	2
7 White/Blackbourne	173	(305.42)	2nd Class	2
8 Croucher/Schmied	175	(308.51)		

## Fastest Laps

1 Loy/McCreery	28.50	12 White/Blackbourne	33.29
2 Poots/Guidotti	29.21	13 Chalk/Castles	33.43
3 Adness/MacFarlane	30.31	14 Cantell/Marshall	34.01
4 Wolfe/Baker	30.36	15 Poole/Burton	34.02
5 Blackburn/Blackburn	31.10	16 Taylor/Ashford	34.28
6 Collins/Collins	31.18	17 Mannion/Harley	34.53
7 Baird/Davie	31.33	18 Patterson/Kent	35.03
8 Wilton/Norris	31.41	19 Daley/Daley	35.28
9 Taylor/Hamlin	32.40	20 Stewart/Robinson	36.04
10 Chadwick/Chadwick	33.12	21 Watkinson/Goostrey	46.37
11 Croucher/Schmied	33.19	22 Peel/Maile	69.29

	1	2	3	4	5	6
Poots/Guidotti	6	1		1		
Loy/McCreery	2		1	1	3	1
Adness/MacFarlane		5	1			
Croucher/Schmied		1	1	1	1	
Wilton/Norris		1		1		
Wolfe/Baker			2			
Collins/Collins			2			
White/Blackbourne			1			1
Blackburn/Blackburn				3	1	1
Baird/Davie				1		1
Taylor/Hamlin					2	1
Poole/Burton					1	2
Chalk/Castles						2

## Star Enduro

One o'clock on Saturday 27th January saw 24 cars line up for the prologue to determine starting positions for the run on Sunday. This was most successful last year as it allows the fastest cars to start first. The prologue consists of a 5 km section of straights, tight sections, and sand.

Graeme and Dawn Neville of the Stubbies Team unfortunately hit a stump and damaged an axle, and after a valiant effort to get it repaired at Dalby were still unable to start on Sunday. MacNicol and Beech did a clutch and were also non-starters. The Denver Toyota from Sydney was delayed and did not make the prologue, with the result of starting last car out on the day of the event.

Pootsie and Big Al pulled the fastest time in the prologue, with Adness and MacFarlane 2nd, Wolfie and Baker 3rd.

Saturday night most competitors went into Tara for a social get together at the Golf Club, and a replay of last years event very kindly donated by the local doctor. Being in a hurry to get back to the

air-conditioned unit with pure wool floor coverings and sheep dip, we left the Golf Club and headed back to the property, where there were a few stayers still sitting around. There's no truth in the rumour that Bob Baird was the D.T.'s when he saw spiders so large that they carried their own funnels on their backs, and could he please sleep in the caravan.

Come the big event and Wayne Cantell was the first casualty when he blew a tyre. Wolfie and Baker hit a tree whilst in mid air, bent the back end, and had a For Sale sign on the car for the rest of the day. Steve and Conrad Blackburn wheeled into the pits minus one off the front, but got under way again. The Toyota with Peel at the stick and Maile as co-pilot jumped out of the dust causing Baird and Davies to come to an abrupt halt at 80kmph - they got going again minus a front panel, only to run into a tree in the last loop of the first division.

Jim Adness and Ian MacFarlane were going well and holding 2nd place after the lunch break, but ran off the road in the 3rd loop of the 2nd division.

Gedric Loy and Pat McCreery did the fastest loop of the day after the lunch break with an incredible 28.5 minutes, compared with the 24 litre Southern Cross at 29.54 minutes. Don't know how Gedric does it, or even how Pat sits there. Dave and Debbie Chadwick also had the misfortune to run into a tree and damage the front end of the Condor. The rotary powered Suzuki of Stewart and Robinson caught fire down the fast straight in the 2nd Division, but they were going very well for first timers. The Toyota failed to take a bend on the 2nd loop and cleared a new track by ploughing through the trees.

Thanks must go to Star Cash Registers and to all the people who helped on the day, and especially to the Tara boys for their co-operation which made the weekend a great event - even the Sun stayed with us.

A nony mouse

---

#### For Sale

Rally Fiat 124 Sedan - Fully Rally Prepared - Twin Cam Motor - Five Speed Gearbox - 4.44 Diff - Full Roll Cage - Halda - Sump Guard etc. Several recent good performances; \$2300 O.N.O.

Contact :- Peter Kelly  
45 Alamein Street  
Bundaberg 4670

---

#### For Sale

VW Notorkhana Special - 1500cc Motor - Dual Handbrakes - Roll Bars - Plus Trailer. \$600. Write P.O.Box 11, Southport 4215 or phone (075) 31 6783 during business hours and ask for John.

---

#### Wanted

Gear for Rallying 1500 3SS. Full Cage, Sumpguard, Twinmaster and possibly seats.

Ring Simon Passlow 378 4053 after 6pm



## One Man Cars

An occasional series describing club members former mounts (If you see what we mean).

First bod under the spotlight is Don Milner who emigrated from THERE about the same time as me, on the Stones Corner Motors Rally he put up the remarkable performance of being fastest on one stage, and equal fastest on another, in a MKI Cortina GT, a thing that I thought was past forever, at that rate the Javelin will sweep the board. Don is somewhere between 20 and 90 depending on his bank balance.

Don was brought up in the industrial midlands where only occasional glimpses of the sun are seen between the overpowering clouds of crud. In his first week in Australia he grew three feet and is now as tall as 5'9" on sunny days. His first transport was bought at the age of 16 and because you can only have a motorbike licence at that age, it was a 1953, 197cc Bond Minicar, a three wheeled device with two 8 inch wheels at the back and another in the middle at the front. He learnt to drive on this during the savage winter of '62-'63. I can remember that winter, my mother was covered in snow for four weeks (We wouldnt let her in till she said the password). The Bonds rear wheels sat in the snow tramlines very well but the single front wheel was perched on the hump in the middle. Surprisingly the Bond oversteered wildly and occasionally became a bicycle by lifting one of the rear wheels. It did 80mpg and 60mph. Don passed his test on this so he had a motorcycle licence although he'd never ridden a motorbike.

By some miracle he survived to become 17 years old and his first big car was a side-valve Morris Minor Convertible. This had a rather tired body and with the hood down the doors wouldnt shut! Pop rivetting an old bonnet, on underneath improved matters a little. Don tuned this car till teetered on the point of doom at 60mph. Next was a 1954, 948cc Standard 10 bought from a policeman with four bald tyres. After a bit of excitement in the wet new remoulds were fitted all round and the difference in the handling was nil. It did a steady speedo 70 mph.

Thus having survived his apprenticeship he purchased a Triumph TR2. All the TR series of sportscars (but not the pedestrian TR7) were tricky to handle and this was exacerbated by the fitting of Michelin X's, a tyre which goes from grip to gone in the twinkling of an eye. So Don had 3 accidents in the dry, although he says "I'd have got it straight again, if something hadnt been coming the other way" (!) Finally, after a rebuild, it was taken for a burst and fell over, being sold as was for £55, it was a fast two litre with 105mph and 32mpg, figures that would look good today.

After this debacle he got an Austin-of-England A40 Somerset. This was 1200cc and 17½ mpg. On the first day of ownership, flat chat at 60mph, the crankshaft broke. An engine from the wreckers cost £4, new bits and pieces were purchased, then it was discovered that the engine didnt fit so new mounts had to be fabricated. Not the most thrilling of cars but hard on its heels comes a positive rarity. A 1954 Swallow Doretti, which was, in effect, an aluminum bodied TR2. Originally built for the USA market and then introduced to the home market in 1954. Swallow had been building sidecars since 1929, and occasionally the odd rebodied sportscar, the Doretti being their most successful and final product. It was one of those cars, like the Lotus Europa and almost all the Lancias, wherein 2lb change in the rear tyre pressures transforms the handling. The top tyre of the day was fitted (Gints) and it proved quick, reasonably frugal (25mpg) and distinctive motoring. Its one failure was on a freeway run to

## Stop Gastetner

### "Introduction to Rallying"

Once again the Brisbane Sporting Car Club is pleased to announce that it will be conducting a course for those interested in Rallying, particularly navigation, during March. The course will be conducted over three Monday evenings at the BSCC Club Rooms.

The dates for the course are;

Monday, March 5th
Monday, March 12th
Monday, March 19th

Each evening will commence at 8.00 p.m. and finish at approximately 10.00 p.m., to be followed by the usual "socialising".

Guest speakers include Brian Gemmell and Ross Moir and the course will include detailed instruction on everything from basic navigation to advanced navigation and basic vehicle preparation. There will also be a section on the navigator's responsibilities in major events.

The cost of the course will be \$6.00 per person inclusive or \$2.50 per evening, however it is recommended that those wishing to participate attend all three sessions.

Registration in advance is not necessary, however the first session will commence promptly at 8.00 p.m. on March 5th, therefore those attending should aim to arrive no later than 7.45 p.m. in order to complete registration.

## Major Northcoast Events

### Sunday 11th March - Closed Off Road Racing

Off Road racing at its best with all the Queensland stars appearing, Poots, Loy, Blackburn, Baird, Hunt, Adness plus plenty of others, see the action in the Oxenford Forest which lies just off of the Pacific Highway, en route to Surfers - phone the Off Road Subcommittee Chairman for full details.

### Sunday 25th February - IWMAC Girlock Motorkhana

This is the first round of the Queensland Motorkhana Championship and will be held near Ipswich - entry to watch Motorkhanas is invariably free - but not terribly exciting.

### Wednesday 28th February - Night Run

The ideal event for the beginner, this one is in the capable hands of Charlie Blake and Tony Best, respectively the Night Run Champion and Best Navigator of the club, so the event will be one to enjoy. Entries are a couple of dollars and all you need are illumination, pencil and navigator (spare bod navigators are always hanging about at the club).

### Saturday 3rd March - Stanthorpe Rally

Organised by the MGCC and the first round of the Queensland Rally Championship - starts at about 5pm and runs all night, spectator details available at the start, phone MGCC for full details.

play with a new stopwatch, when at 98mph it ran its bearings. A "new" engine cost £25. Having cost £45 it was sold for £250 two years later.

There was a time when you could buy a car in kit form and save hundreds of pounds in purchase tax. Dons next car, a Rochedale Olympic was one of these, and it was available with the following engines, MGA, Herald, 1220 Climax, Ford 105E or the Cortina GT engine that Dons had. The car used Herald front suspension and steering and a well located proprietary rear axle. Don got it secondhand ready assembled, and it never showed any tendencies to revert to kit form. It did 115mph in the dry but only 55mph in the wet, as over that speed the wipers would aviate inches off of the windscreen. A collision between the kerb and a front wheel resulted not in a burst tyre and a bent rim but in the wheel folding up the fibreglass and moving 6 inches back. This was straightened by jacking the wheel away from the side pontoon and doing a bit of bodging. However for ever afterwards it had a tendency to swing to port, but still managed 0 - 60 in 9 secs. which is good going.

Then came a classic, the old Mk1 Lotus-Cortina. This had had the leaky A bracket rear suspension replaced by leaf springs, it might have subtracted a little from Colin Chapmans original designs but didnt drop all its diff oil willy-nilly. When purchased this had a bent valve and a tacho that read 1200 revs fast (What a strange combination). In two years it did 25,000 miles at 21 - 23 mpg.

About now Don burst onto the autocross scene with his old Standard 10. This was fitted with a supercharged 1200cc Herald engine. He did about a dozen events in it without great success but much enjoyment; however it used to eat second gear and break the odd stub axle. Then came a Herald with a Mk2 GT6 rear-end from a hillclimb Spitfire. It was road registered and not quite as quick as the Standard, but it just about matched the Lotus-Cortina 0-60 (13 secs) a far cry from the standard Herald figure of 28 secs. It ran without the blower in the 1300cc class and its day of glory was a 3rd in class at a national BBRDA meeting. The car featured on a television program opening montage of shots, owing to its better traction than Escorts or Anglias it was always fastest over the first 20 feet.

Back on the road the Lotus-Cortina was changed for a do-it-yourself Mexico. A 1600GT engine in a twin-cam bodyshell. This was most unimpressive and "hopped around". Finally just before leaving a £25 Jaguar Mk2 3.8. This did 110mph on 5½ cylinders but only 12mpg.

Off to Australia. After the 21 gun salute at the airport and the greetings from The Lord High Executioner, they realised he wasnt Mon Dikner the famous overarm spaghetti hurler and left him forlorn on the tarmac. In that mood what could he do but buy an XW Falcon. This was followed by a 3 litre Capri which apart from stripping the timing gear on the Western Freeway gave reliable service at 100mph and 23 mpg. When it was exchanged for his current delight, a Dolly Might Sprint, with a blown head gasket, the Capri was advertised as being in "spotless condition".

The current household collection are the Sprint, Sandras Cortina GT and the rally GT which was purchased half at a time as the glue was available.

So a lot of varied motoring crammed into a few fraught years, despite a tendency for Don to distribute his engines over the nearest freeway!

## Rally Herd

Graeme Adair is determined to rally his Cooper 3 engined Mini Moke. He'll be doing Laurie Garth's Novice event with Big Ed, and some doors have been fitted to keep important bits on the inside looking out. However GA wants a regular navigator, so phone 208 1507 if available.

Dennis Brown will let rallying lie fallow this year as he takes his place with the Holden Precision Driving Team.

Charlie Blake, who was navigating when Gabby Fullerton was dribbling down his shirt front (last week), seeks a regular driver for the year. See him any week at the club.

Paul Cadell has rebuilt the Datsun 1600 with new engine, suspension and other bits. One of 1978's rising men we'll watch his progress with interest.

Keith Tapsall and Ross Moir will contest the QRC rounds in the fast Toyota. This had a very impressive shakedown during the Stones Corner Motors Rally, and will be well to the fore during '79.

Hank Kabel has plans to contest all the QRC rounds, plus an interest in the Castrol and the Southeren Cross. His mount will be a rotary engined Mazda 323, running on Yokohama tyres and with Simon navigating.

1978 Queensland Rally Champion, Russell Worthington and Bruce Fullerton, have a late model RX2 with all the good bits to use this year, the car is supposed to go like a shower of something, stand back everyone.

Glen Somerville has become the proud owner of Fred Thompson's RS2000 Escort. Presumably now we can expect him to shout "Stack it Brocky" at the appropriate moment. Glen will do the GP Cars - Cibie Novice series plus selected other events. The lucky chap has Big Ed navigating for him on the Lutwyche.

Tony and Garry Kabel will rally the Mazda 1300 coupe on anything they can get in.

Last years no mean peddler of a Corona, Glen Law, has a surprise in store for us. Is the 48 valve Stratos really for his mother?

Graham Robinson from Port Macquarie will team with Boyd Ovens for the year in the Escort, doing selected events.

Roger Kimeklis has Big Ed navigating for him on the Apple and Grape, and we can guarantee a surprise that could well re-shape the whole of Queensland Rallying.

Ian Reidel said "No comment" (with gestures) and insisted that his name be spelt as Wright.

Warren Tegg is looking for a quick driver, bags of experience, sign him up at the club and get the law on your side.

Pat Iverson and Alan Creighton will be doing selected events in a Mk1 Cortina.

Tony Hazeldine has had his Datsun 1600 straightened and welded and might sell it when its ready.

Laurie Garth has his Mazda 1300 all ready to go but still needs a regular navigator, phone 349 8053 for the seat of your life.

The Incredible Mrs Smith (TIMS) still awaits the filly sponsored ride she deserves. Until then she'll be knackered the family Civic on the GP Cars - Cibie series, probably with Big Ed navigating (But he's open to quicker offers).

Noelle Heales, when asked about her rallying plans, pointed to the single hair on my chest and said that it was a sign that nature was preparing me for marriage. So I never did find out what her RALLYING plans were.

Rod Mackay is now the owner of Daryll Kellys old GTR Torana. This is being prepared from the ground up and will be used when ready.

Peter McMahon hopes to compete in the Escort, his only drawback is that he cant find anybody to get in his roll-cage-less Escort with him.

Miss Tootsie Wootsie of Hampton Park has plans to do lots of events with selected members of the armed forces, even members of the para-military Australian Army.

Rex Faldt will have a new Escort Mk2 to replace his venerable Mk1 this year. It has a 2 litre motor, chunky square cut guards, but some parts have been delayed by the death wish of the Pommie work force.

Chris Harbeck and Harry Bosboom will rally a Cortina GT this year and actually hope to finish an event!

Ian Friar and Wayne Hickey have built up a GTR Torana from a wreckers wreck and will have a bash at everything.

Speedy Wayne Black who was very impressive on the Gold Coast Rally will team with Dale Payne in his Mazda RX2, and hopes to contest the QRC and Novice events.

Peter Garbett will use his Datsun 1600 on the Novice/Clubman series.

Well thats the BSCC field, will there be room for any others?

### Advert

STOP digging up the kitchen tiles because Ian Friar has rolls of MUD FLAP RUBBER - very reasonable priced - and its 'that' wide.

277 1433 for further details

### Club Motorkhana - 3rd February

Tony Hazeldine is still chuckling to himself as he writes the report so I'll put the results first...

#### Test 1 - Manoeuvring

1	Peter Marshall	Galant	B	38.5	9	Graeme Odair	LeyP76	D	43.5
2	Colin Powell	Mazda	C	39.0	=10	John Payne	Datsun	C	44.0
= 3	Ian Fink	VW	B	40.0		Warren Tegg	Datsun	C	44.0
	Wendy Marshall	Galant	B	40.0	12	Brian Day	Datsun	B	44.5
5	Tony Walker	EK Wago	D	41.0	13	Ralph French	VW	B	45.5
6	Steve Errey	Escort	B	42.0	14	Wayne Hickey	Datsun	B	46.0
= 7	Steve Bynon	Escort	B	43.0	15	Phillip Stephe	Datsun	B	47.0
	Tony Hazeldine	Datsun	C	43.0	16	Heff Beeston	Datsun	B	52.0

#### Test 2 - Reverse Lazy Eight

1	Ian Fink	VW	B	35.5	= 9	Phillip Stephe	Datsun	B	43.0
2	Colin Powell	Mazda	C	37.5		Wendy Marshall	Galant	B	43.0
3	Tony Hazeldine	Datsun	C	40.0	=11	Steve Bynon	Escort	B	44.0
4	Ralph French	VW	B	40.5		Tony Walker	EK Wago	D	44.0
= 5	Peter Marshall	Galant	B	41.5	13	Warren Tegg	Datsun	C	44.5
	John Payne	Datsun	C	41.5	14	Steve Errey	Escort	B	46.0
= 7	Brian Day	Datsun	B	42.0	15	Wayne Hickey	Datsun	B	46.5
	Jeff Beeston	Datsun	B	42.0	16	Graeme Odair	LeyP76	D	50.0

### Positions after 2 Tests

1	Ian Fink	VW	B	75.5	9	Brian Day	Datsun	B	86.5
2	Colin Powell	Mazda	C	76.5	10	Steve Bynon	Escort	B	87.0
3	Peter Marshall	Galant	B	80.0	11	Steve Errey	Escort	B	88.0
= 4	Wendy Marshall	Galant	B	83.0	12	Warren Tegg	Datsun	C	88.5
	Tony Hazeldine	Datsun	C	83.0	13	Phillip Stephen	Datsun	B	90.0
6	Tony Walker	EKWago	D	85.0	14	Wayne Hickey	Datsun	B	92.5
7	John Payne	Datsun	C	85.5	15	Graeme Odair	LeyP76	D	93.5
8	Ralph French	VW	B	86.0	16	Jeff Beeston	Datsun	B	94.0

### Test 3 - Reverse Garage

= 1	Colin Powell	Mazda	C	35.0	9	Phillip Stephen	Datsun	B	40.5
	Tony Walker	EKWago	D	35.0	=10	Brian Day	Datsun	B	41.0
= 3	Peter Marshall	Galant	B	36.0		Jeff Beeston	Datsun	B	41.0
	Ralph French	VW	B	36.0		John Payne	Datsun	C	41.0
5	Ian Fink	VW	B	36.5	13	Wendy Marshall	Galant	B	41.5
6	Graeme Odair	LeyP76	D	37.0	14	Steve Errey	Escort	B	42.0
7	Steve Bynon	Escort	B	39.0	15	Warren Tegg	Datsun	C	46.5
8	Tony Hazeldine	Datsun	C	39.5	16	Wayne Hickey	Datsun	B	49.5

### Positions after 3 Tests

1	Colin Powell	Mazda	C	111.5	9	John Payne	Datsun	C	126.5
2	Ian Fink	VW	B	112.0	10	Brian Davey	Datsun	B	127.5
3	Peter Marshall	Galant	B	116.0	11	Steve Errey	Escort	B	130.0
4	Tony Walker	EKWago	D	120.0	=12	Phillip Stephen	Datsun	B	130.5
5	Ralph French	VW	B	122.0		Graeme Odair	Leyland	D	130.5
6	Tony Hazeldine	Datsun	C	122.5	=14	Jeff Beeston	Datsun	B	135.0
7	Wendy Marshall	Galant	B	124.5		Warren Tegg	Datsun	C	135.0
8	Steve Bynon	Escort	B	126.0	16	Wayne Hickey	Datsun	B	142.0

### Test 4 - Hopkirk

= 1	Peter Marshall	Galant	B	43.0	= 9	Warren Tegg	Datsun	C	49.5
	Colin Powell	Mazda	C	43.0		Graeme Odair	LeyP76	D	49.5
	Tony Hazeldine	Datsun	C	43.0	11	Steve Errey	Escort	B	50.0
4	Ralph French	VW	B	45.0	=12	Wendy Marshall	Galant	B	51.0
5	Phillip Stephen	Datsun	B	46.5		John Payne	Datsun	C	51.0
= 6	Brian Day	Datsun	B	48.0	14	Tony Walker	EKWago	D	52.0
	Jeff Beeston	Datsun	B	48.0	15	Steve Bynon	Escort	B	58.0
8	Ian Fink	VW	B	48.5	16	Wayne Hickey	Datsun	B	58.5

### Positions after 4 Tests

1	Colin Powell	Mazda	C	154.5	9	Phillip Stephen	Datsun	B	177.0
2	Peter Marshall	Galant	B	159.0	10	John Payne	Datsun	C	177.5
3	Ian Fink	VW	B	160.5	=11	Steve Errey	Escort	B	180.0
4	Tony Hazeldine	Datsun	C	165.5		Graeme Odair	LeyP76	D	180.0
5	Ralph French	VW	B	167.0	13	Jeff Beeston	Datsun	B	183.0
6	Tony Walker	EKWago	D	172.0	14	Steve Bynon	Escort	B	184.0
= 7	Brian Day	Datsun	B	175.5	15	Warren Tegg	Datsun	C	184.5
	Wendy Marshall	Galant	B	175.5	16	Wayne Hickey	Datsun	B	200.5

### Test 5 - Straight Slalom

1	Ian Fink	VW	B	28.0	9	Wayne Hickey	Datsun	B	31.5
2	Peter Marshall	Galant	B	28.5	=10	John Payne	Datsun	C	32.0
= 3	Ralph French	VW	B	29.0		Tony Walker	EKWago	D	32.0
	Colin Powell	Mazda	C	29.0	12	Steve Errey	Escort	B	32.5
5	Tony Hazeldine	Datsun	C	29.5	13	Warren Tegg	Datsun	C	34.0
6	Phillip Stephen	Datsun	B	30.0	14	Steve Bynon	Escort	B	35.0
= 7	Brian Day	Datsun	B	31.0	15	Wendy Marshall	Galant	B	35.5
	Jeff Beeston	Datsun	B	31.0	16	Graeme Odair	LeyP76	D	43.0

## Results

(Members with an X by their name were not financial at the time of this event, and therefore do not qualify for championship points)

1	xColin Powell	Mazda RX-2	C	183.5
2	Peter Marshall	Galant	B	187.5
3	Ian Fink	VW	B	188.5
4	xTony Hazeldine	Datsun 200B	C	195.0
5	xRalph French	VW	B	196.0
6	Tony Walker	Holden EK Wagon	D	204.0
7	Phillip Stephen	Datsun 180B	B	207.0
8	Brian Day	Datsun 1600	B	208.0
9	Wendy Marshall	Galant	B	209.0
10	John Payne	Datsun 200B	C	209.5
11	Steve Errey	Escort	B	212.5
12	Jeff Beeston	Datsun 1600	B	214.0
13	xWarren Tegg	Datsun 200B	C	218.5
14	xSteve Bynon	Escort	B	219.0
15	Graeme Odair	Leyland P76	D	223.0
16	Wayne Hickey	Datsun 180B	B	232.0

## Club Motorkhana - John Payne (Organiser)

The day started well with definite shortages of flags and stop-watches due to the sleeping habits of the organisers fiance'. Apart from the driving tests some of the highlights of the day were Warrens girlfriend, Kathy, bogging her car after taking a wrong road to the course, and then Warren getting "bogged" in the LWD after disappearing into a waist-deep creek while acting the Sir Galahad.

The Ladies put in a good effort on the course by Wendy Marshall, and off the course with Kim executing a perfect 900° spin while returning with the hamburgers during the lunch break. Warrens sister Maree, was also there improving her suntan.

Apart from that it was a good motorkhana mainly due to John Paynes efforts with a lot of new faces, and good results from Phillip Stephen, Tony Walker, Brian Day and Ralph French. As Colin Bond said only a few weeks ago one of the best ways to improve your driving is motorkhanas, and at \$3 there good value for money. Hoping to see more than 17 entrants next time, I remain.

Annou.

Hope this is O.K. Peter as I'm a bit short of time

Tony Hazeldine

---

Stand by your bunks heres a word from the Social Sub-Committee....

### Social Night - Wednesday 7th March

Bring along upto ten colour slides on any subject (Motor Sport or other) that may be of interest to other club members

Does anyone have an electric frypan in working order to donate to the clubrooms - if so please see Wendy Marshall.

We are looking for a good venue for our Annual Presentation Dinner to be held in Friday 1st June - any offer?

## NEW MEMBERS

A warm welcome is extended to the following 43 people who have joined the Brisbane Sporting Car Club so far this year:

Chris Ashford .....	Stafford
Gary Batts .....	Toowoomba
Harry Bosboom .....	Coopers Plains
Jeff Burton .....	Toowoomba
Malcolm Campbell .....	Bardon
Wayne Cantell .....	Sydney
Max Castles .....	Runcorn
Greg Chalk .....	Everton Hills
Judy Chaplin .....	Greenslopes (Associate)
Michael Collins .....	Chandler (Associate)
Carol Daley .....	Nerang (Associate)
Bill Dillon .....	Ashgrove
Julie Ditton .....	Strathpine (Associate)
Ron Ditton .....	Strathpine
Debbie England .....	Cambooya (Associate)
Steven Errey .....	Rochedale
Pat Everson .....	Oxley
Aaron Fahey .....	Algester (Associate)
Steve Feneck .....	Sydney
Ian Friar .....	Wavell Heights
Bruce Garland .....	Ekibin
Wayne Hickey .....	Camp Hill
John Hinz .....	Tarragindi
Bill Hinz .....	Tarragindi
Noela Jephcott .....	White Rock
Peter Kelly .....	Bundaberg
Wayne Kent .....	Tewantin
Gary La Buddha .....	Rochedale
Ross McCulloch .....	Seven Hills
Gordon Marshall .....	Acacia Ridge
Kevin Miller .....	Clayfield
Greg Palmer .....	Stafford
Owen Patterson .....	Buderim
Cyril Peel .....	Sydney
Peter Phillips .....	Rochedale
Allan Poole .....	Toowoomba
Sharon Rixon .....	Toowoomba (Associate)
Geoff Smallman .....	Clayfield
Syd Smith .....	Albion
Alan Stean .....	Rochedale
Phillip Stephan .....	Wavell Heights
Tony Walker .....	Rochedale
Annette Taylor .....	Lawnton (Associate)

## ARE YOU FINANCIAL?

Members who have still not paid their membership subscription for 1979 are reminded that membership fees became payable on the first of January, so they are now overdue.

Your subscription can be paid to the Secretary on any Wednesday night at the clubrooms, or if more convenient a cheque or money order can be posted to the club's postal address.

## MISSING PERSONS BUREAU

If any club member knows the whereabouts of Dave Ellenden, John Ingram, David Pavis or Nev and Anna Roser, please ask them to advise the Secretary of their new address.



## 1979 CLUB CHAMPIONSHIPS

In the Magazine each month from now on you will normally find an up-to-date list of pointscores for the Club Championships. This month we are taking the opportunity to explain the scoring system.

In 1979 there will be five separate championships, as well as an overall club championship and a ladies championship. The five series will be for motorkhanas, night runs, off-road events, rallies and speed events. The only difference between this year's system and last year's is that in 1979, although there will be a night run championship, points scored in this series will not count towards the overall club championship.

Points may be scored in all BSCC-organised motorkhanas, night runs, off-road events, rallies and speed events, both open and closed. Points will be allocated in each event only to members who are financial at the time, i.e. to those who have paid their membership subscription at the time of the event. In all events, points will be awarded according to club members' results only, for example if a BSCC member comes 12th outright in an event but this is the best result by a club member, that competitor will receive the points for first place, and so on.

Points for the various types of events will be allotted in the following way. For night runs, off-road events and rallies - 11 points for the winner (remembering that 'winner' means best BSCC result), 10 for second, etc., and so on down to 2 points for tenth, and one point for every other finisher. For motorkhanas and speed events - 11 points for first, 10 for second, etc., down to 2 points for tenth. In all events only outright results will be considered, not class placings.

In the case of a tie, e.g. for third place, both competitors will receive nine points for third place, the next best result will be allotted seven points for fifth place.

Up to two organisers of each event will each receive 11 points for their efforts.

Finally, the top ten placegetters in each of the four types of event (motorkhanas, off-road events, rallies and speed events) will receive a points allocation of 11, 10, 9, 8, etc. in order of their placing (regardless of actual points gained) and all those below tenth will receive one point each. It is this total which will determine the 1979 Club Champion.

The Ladies Championship will be scored on a similar basis, but, needless to say, only lady members will be eligible.

## HOW'S YOUR CONSTITUTION?

Recently an up-to-date copy of the Constitution and Rules of the Club was forwarded to all members who did not receive a copy when they joined the club.

Spare copies are now available on request to the Secretary.

## T-SHIRT TRANSFERS

T-shirt transfers, designed to be ironed on to a yellow T-shirt, are now available from the Club Captain. At \$1.50 each they make good value and a good opportunity to display the club insignia.

## HOW TO RENEW YOUR ROAD EVENT LICENCE

The cost of a road event licence for 1979 is \$10.80, which includes a copy of the CAMS Manual. The CAMS Manual incorporates the Australian Rally Code, so you don't have to purchase a rally code separately, however if you require a copy of the Queensland Addendum to the rally code this will cost an extra 50 cents.

To obtain the reduced licence fee which applies to members of all affiliated clubs, you must be able to produce evidence of current financial membership of the club. If you are attending the CAMS office in person to apply for your licence, production of a current club licence will be sufficient proof of club membership. However it is usual for your application to be recommended and signed by the Secretary of the Club. This of course cannot be done until you have paid your 1979 membership subscription.

Licence fees are paid directly to CAMS and cannot be accepted by the Club Secretary. For those members who are unable to attend the clubrooms on a Wednesday night to have their application endorsed, one of the following methods may be used. Either:

(1) Post the completed CAMS licence application form, together with your 1979 club membership fee if not already paid, to the Club Secretary and it will be endorsed and posted back to you promptly; or

(2) Post the completed licence application form, photograph, expired CAMS licence and licence fee (cheques etc. made payable to CAMS), together with your 1979 club membership fee if not already paid, to the Club Secretary and it will be endorsed and promptly posted on to CAMS. CAMS will return your new licence by mail.

## SUB-COMMITTEES 1979

If you feel that you would like to help the Club but you are not quite sure of how you can help, there may be a position for you on one of the many sub-committees. The members of the sub-committees as they currently stand are listed below:

### Finance Sub-committee

Charlie Blake (Chairman)  
Garry Connelly, Hank Kabel, Jeff Tremain

### Off-road Sub-Committee

Ian Bond (Chairman)  
Ian Baker, Tom Poots, Dave Chadwick, Steve Blackburn

### Rally Sub-committee

Chris Goodreid (Chairman)  
Dennis Brown, John Hall, Tony Hazeldine, Peter Marshall,  
Boyd Ovens

### Social Sub-committee

Wendy Marshall (Chairman)  
Marianne Fahey, John Hall, Noelle Heales, Kerry Payne,  
Carmel Tremain

## COMING EVENTS

On the following pages is a complete listing of the events planned for the remainder of 1979. It includes some of the major interstate events as well as all planned club events and open Queensland events. While care has been taken in preparing the list, there are bound to be some errors and omissions, and some events will be altered, cancelled or postponed during the year. It is intended therefore as a guide, and no responsibility can be accepted for errors or omissions.

---

Wed 21 Feb Off-road night at the clubrooms  
Sun 25 Feb IWMAC Girlock Motorkhana (QMC 1)  
Wed 28 Feb Night run by Charlie Blake & Tony Best  
Fri 2 Mar Start Total Oil Economy Run  
Sat 3 Mar MGCC Stanthorpe Rally (QRC 1)  
Mon 5 Mar Navigation School at the clubrooms, night 1  
Tue 6 Mar Committee meeting  
Wed 7 Mar Funny photo night at the clubrooms  
Sun 11 Mar Closed off-road event  
Mon 12 Mar Navigation school at the clubrooms, night 2  
Wed 14 Mar Open night at the clubrooms  
Sun 18 Mar MGCC closed hillclimb; BSCC invited  
MUCC Akademos Rally (ARC 1)  
Mon 19 Mar Navigation school at the clubrooms, night 3  
Wed 21 Mar Off-road night at the clubrooms  
Sat 24 Mar BSCC open restricted rally  
Wed 28 Mar Night run by Alan Creighton  
Sat 31 Mar SDMSA Castrol Rally  
Sun 1 Apr Lakeside Races (ASCC 1)  
Tue 3 Apr Committee meeting  
Wed 4 Apr Bingo night at the clubrooms  
Sun 9 Apr MGCC Paraquad economy run  
Wed 11 Apr Open night at the clubrooms  
Sat 14 Apr ASW Rally of the West (ARC 2)  
Sun 15 Apr LCCA Hattah BP Desert Rally  
COMSC Open motorkhana (QMC 2)  
Wed 18 Apr Off-road night at the clubrooms  
Sun 22 Apr HTCC open motorkhana (QMC 3)  
Wed 25 Apr Night run by Jeff Tremain & John Blake  
Sun 29 Apr BSCC closed motorkhana  
Tue 1 May Committee meeting  
Wed 2 May Social night - details to be advised  
Sat 5 May BSCC Lutwyche shopping Village Rally (ARC 3)  
Wed 9 May Open night at the clubrooms

COMING EVENTS (continued)

Wed 16 May Off-road night at the clubrooms  
Sun 20 May Closed off-road event  
Wed 23 May Night run  
Sun 27 May QMSC closed sprint; BSCC invited  
Wed 30 May General meeting at the clubrooms  
Fri 1 Jun Annual Presentation Dinner  
Sun 3 Jun QMROA open motorkhana (QMC 4)  
Tue 5 Jun Committee meeting  
Wed 6 Jun Social night - details to be advised  
Sat 9 Jun MGCC Australian Hillclimb Championship  
Wed 13 Jun Open night at the clubrooms  
Sat 16 Jun TSCC Open Rally (QRC 2)  
ASCC Bega Valley Rally (ARC 4)  
Sun 17 Jun LCCA Mallee Desert Rally  
Wed 20 Jun Off-road night at the clubrooms  
Sun 24 Jun Lakeside Races  
Wed 27 Jun Night run  
Sat 30 Jun QLCC open restricted rally  
Tue 3 Jul Committee meeting  
Wed 4 Jul Beer and sausage night at the clubrooms  
Sun 8 Jul Closed autocross  
Wed 11 Jul Open night at the clubrooms  
Sat 14 Jul NDSCC open rally  
Wed 18 Jul Off-road night at the clubrooms  
Sun 22 Jul Lakeside Races (ATCC 7)  
Wed 25 Jul Night run  
Sat 28 Jul QMSC closed sprint (Iron Man)  
Sun 29 Jul MGCC closed hillclimb (iron Man)  
Wed 1 Aug Social night - details to be advised  
Sat 4 Aug DDSCC Open Rally (QRC 3)  
Start Repco Reliability Trial  
Tue 7 Aug Committee meeting  
Wed 8 Aug Open night at the clubrooms  
Sun 12 Aug Closed off-road event  
Wed 15 Aug Off-road night at the clubrooms  
Sat 18 Aug Closed motorkhana  
Sun 19 Aug RCCQ open motorkhana (QMC 5)  
Wed 22 Aug Night run  
Sun 26 Aug Surfers Paradise Races (ASSC 7)  
Wed 29 Aug General meeting at the clubrooms

COMING EVENTS (continued)

Sat 1 Sep CQMSC open rally  
Sun 2 Sep MGCC closed hillclimb; BSCC invited  
Tue 4 Sep Committee meeting  
Wed 5 Sep Social night - details to be advised  
Sun 9 Sep Closed motorkhana, day run and barbecue  
Wed 12 Sep Open night at the clubrooms  
Wed 19 Sep Off-road night at the clubrooms  
Sat 22 Sep BSCC Open Rally (QRC 4)  
WACC Endrust Forest Rally (ARC 5)  
Wed 26 Sep Night run  
Sun 30 Sep Hardie Ferodo 1000  
Tue 2 Oct Committee meeting  
Wed 3 Oct Social night - details to be advised  
Sun 7 Oct BSCC BP Off Road 400  
Wed 10 Oct Open night at the clubrooms  
Sat 11 Oct Start Southern Cross Rally  
Wed 17 Oct Off-road night at the clubrooms  
Sat 20 Oct CQMSC open rally  
Sun 21 Oct BSCC open motorkhana (QMC 6)  
Wed 24 Oct Night run  
Sat 27 Oct IWMAC Open Rally (QRC 5)  
Wed 31 Oct Wine & cheese night at the clubrooms  
Sat 3 Nov TSCC open rally  
Sun 4 Nov Closed motorkhana  
Tue 6 Nov Committee meeting  
Wed 7 Nov Open night at the clubrooms  
Sat 10 Nov LCCA Repco Alpine Rally  
Sun 11 Nov RCCQ closed autocross  
Wed 14 Nov Off-road night at the clubrooms  
Wed 21 Nov Night run  
Sun 25 Nov Closed off-road event  
Wed 28 Nov BSCC Annual General Meeting  
Sat 1 Dec BSCC open rally  
Tue 4 Dec Committee meeting  
Wed 5 Dec Social night - details to be advised  
Wed 12 Dec Open night at the clubrooms

## Big Ed's column

Wotcha Cocks ! My god what a wealth of new members we have gained in the new year ! Any embryonic authors out there ? If so, dont just sit there scratching your trachailiac, put pen to paper and write something for the rag - WE'VE NEVER REFUSED A CONTRIBUTION YET.

Have you any decent rally tips for preparing your type of car ? If so lets save each other tons of time and frustration by sharing them. For instance :- When Bob Trigger sold me my Halda he said that the T piece was awkward to fit, and at the time I wondered why such a relatively young man was a gibbering white haired wreck, but since fitting the T piece myself I've discovered why. Now the tip for fitting a T piece to a Honda Civic, is to very carefully cut the silver bit that screws into the speedo, in half, making damn sure of course that you dont cut down to the 'inner', this gives room for the speedo-square end-T piece-speedo cable without running upto the bulkhead. There, it took me a year to sort that out, see me at the club for tips I can print about your Datsun/Mazda/Escort/Toyota etc.

I have had the misfortune to witness the recent ABC broadcasts of the Rothmans Series, I speak as a devote ABC watcher who finds almost everything on the commercials unpalatable, I missed Sandown because I was working, but during the telecast of the Adelaide race, the producer and cameramen between them managed to miss every single happening of importance - and the Sandown race was notable for the almost total monopoly that the Wolf-Cosworths received, and the howlers that the commentators made ! If the leading car comes out of the last corner on the last lap swinging from side to side then surely the only person whose unaware that the driver is sloshing the last few gallons of petrol about is the commentator ? Its all such a shame because a few years ago their coverage was unparalleled in quality, but now Channel 7 and the Hardie Ferodo take the laurels easily.

Mrs Smith and I joined the Marshalls for Saturday practice at Surfers, it really is the only way to go racing, no crowds and you can stroll round the course and the paddock to Peter Marshalls content - well almost, because as we left, Peter stood on the highest grass bank and peered longingly into the paddock his little eyes filling with tears. Tricia almost bumped into Sir John Brabham, and other notables readily on view included, our good President, Garry Connolly, who was Chief Steward, Lindsay Sutherland very busy with one of the Formula 5000's, Barry Wraith who was giving his rebuilt Anglia its first outing - this was Barries first race car back in 1742, and he bought it back and rebuilt it because he's a sentimental old soul at heart, once a year clubroom visitor Alf Grant was there with his racing Alfa GTA and we also saw Peter Whalley, Meg O'Shaunnessey, Gricie and all the drivers - just try doing that on raceday. On the track we watched them screaming round the wonky bit round the back. With both Lees and Kennedy in identical cars differences in style were very obvious. Lees puched the car through, accelerating for a fraction of a second and then pounding on the brakes, whereas Kennedy set the car up and went through virtually without any further alteration to its pace, Lees may have looked faster but I'm sure the more efficient Kennedy was quicker. Also notably trying were, Colin Bond in the oldest Brabham racing in the world - this must have been hopeless in a straight line, Johnnie Walker, Constanzo and Brown - a very good outing.

### For Sale

Suzuki TS185 M/C. 4500Km, ex con, reg till July, \$500 Also Barbour M/C jacket, size 38, \$30. 31 1041 - Mr Heyes