

# Brisbane Sporting Car Club

## » MAGAZINE «

CAMS AFFILIATED

PRICE 20c



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MARCH 1979

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## 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 SUBSCRIPTIONS

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

## Club Badges

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

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

Brisbane Sporting Car Club

Magazine - March 1979

Editorial

To: The Editor

Dear Peter

I was very disappointed on receiving last months magazine to read that this year it is not proposed for points obtained from the Night Run Scampship to be counted towards the Club Championship.

I would like to know who made this decision and on what basis it was made. The inclusion of Night Run points in the Club Championship last year, did not appear to seriously advantage or disadvantage any particular person.

I feel that decisions such as this should not be made without obtaining the opinions of the Club members, and Night Run competitors in particular.

From a personal point of view I am annoyed at the decision, because I have been keen enough to regularly travel 200 miles to compete in Night Runs. This is mainly because I enjoy them, but also partly to obtain championship points.

From a more general point of view I feel that the inclusion of points from Night Runs in the Club Championship can only help to ensure that we get more entries in them.

I would also like to see a reply in the next magazine from the person or persons concerned with making this decision.

Yours Faithfully

Tony Best

(Perhaps the BSCC has such a wide diversion of interests that a club championship is'nt viable, for if night runs, the only cheap and the most clubbish of events; do not count for it then the whole thing is a nonsense - Big Ed).

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Major Forthcoming Event

Novice Clubman Rally

March 24/25 1979

This event is almost upon us and Laurie Garth will be like a cat on a hot brick - help relieve this jovial chap of his big worry, phone 349 8053 and volunteer to do a control or two for him.

The event starts from the Total - Mansfield at 4pm but spectator instructions will not be available to BSCC members as you should be helping !

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This Months Cover

## Major Forthcoming Event

### LUTWYCHE RALLY BIGGER THAN EVER

The Brisbane Sporting Car Club will again organise the Lutwyche Shopping Village Rally, Queensland's only round of the Australian Championship, to be held on the weekend of May 5/6.

In confirming support of the championship rally for the 5th consecutive year, Lutwyche Shopping Village manager Mr Tom Burgess announced an increase in prizemoney which will make the Queensland event one of the most attractive on the calendar.

The rally will cover a 1,000 kilometre course with most of the competitive stages being held in the Kenilworth and Imbil areas west of the North Coast tourist centre of Nambour.

Already the major factory teams backed by Ford and Datsun have indicated their intention to compete.

The Ford challenge will be spearheaded by the 1978 national champion Greg Carr from Canberra who won the Lutwyche Shopping Village Rally last year.

Ford rally team manager Colin Bond will also compete, against the three time Australian champion Ross Dunkerton and Victorian farmer George Fury heading the Datsun attack.

Following the European trend, many of the competitive forestry stages will be held in daylight close to Brisbane with easy access for spectators.

Rally action will start on Friday night May 4 when a short "prologue" event will be held in the Beerburrum State Forest just 40 kilometres north of Brisbane, adjacent to Highway One.

Results from this "prologue" will determine starting positions and with times being taken to the second, competition should be close between the leading drivers.

The fastest driver will take position one and so on back through the field.

A 60 car entry is expected with the field due to start from Lutwyche Shopping Village at 11.45 am on Saturday May 5.

After again passing through Beerburrum the all night rally test will begin on Saturday evening with Nambour being used as the main staging point and meal break centre.

Competitors who compete the course will arrive back at Lutwyche on Sunday morning.

The rally will be the third round of the Australian championship which commenced in Victoria with the Akedemos Rally last weekend.

The second round of the five round series will be held in West Australia over Easter with New South Wales and South Australia staging events later in the year.

For further information contact Barry Torrens (07) 221 6899

Rub shoulders with George Fury ! All this and more can be yours when  
Chat to Ross Dunkerton !! you run a control or two on the  
Goggle at Greg Carr !!! Lutwyche Shopping Village Rally.  
Awe at Colin Bond !!!!! Especially those who ran a time  
Stare at Big Mi !!!!! control on the event last year,  
who volunteers to help will be left unbusy, dont let yourself become  
one of those scum - a piffling spectator - phone WENDY MARSHALL at  
202 6932 THIS EVENING, and get your name down.

M G Car Club - Stanthorpe Rally

March 3rd/4th

Round 1 Queensland Rally Championship

A rough, tough, super event

I've never seen a halfway break in a rally that looked so much like the finish, people were slumped lifeless in chairs, monosyllabic, red eyed, and their muddy faces and "explosion in a mattress factory" hair gave the clue as to the harshness of the 5 hours sport we'd had. Personally I was only too glad to see everybody looking just how I felt, and I for one breathed a big sigh of relief when heavy rain stopped the event before we could get stuck into Division two.

Top marks to the M.G.C.C. for the format of the start. Instead of having us turn up at 2pm for a 5pm start I really had no need to be at Stanthorpe before 6pm. So I was able to get 4½ hours snooze before we left Brisbane. I've always felt that events started far too early, nice one MGCC, lets hope that other organisers adopt a start time nearer to the running of the competitives.

Entries from the BSCC and others of interest were :

1)	Vandersee/Young	Datsun 120Y
3)	Swaysland/Hall	Escort
4)	Neumann/Best	Datsun
5)	Worthington/Fullerton	Mazda
6)	Stein/Grant	Datsun
8)	McCubben/Kelly	Torana
9)	Taylor/Wecle	Civic
10)	Tapsall/Moix	Toyota
11)	Singleton/Howlett	Fiat
14)	Cross/Ambrose	Datsun
17)	Falldt/Dean	Escort
22)	Reynolds/McKewen	Torana
24)	Rollinson/Ovens	Datsun
26)	Black/Payne	Mazda
28)	Kabel/Kabel	Mazda
29)	McMahon/Creighton	Escort
32)	Day/Beetson	Datsun
33)	Friar/Hickey	Torana
35)	Phillips/Fullerton	Datsun
40)	Kimeklis/Big Ed	Torana
41)	Harvey/Carter	Torana

Over half the starters were from the BSCC. A notable entry was the return of Gerry Reynolds who had Warren McKewen navigating for him. Barbra Dean had tonsillitis but was struggling on nevertheless, and several welcome new members and crews were pitting their skills against the forests.

Surely the Stanthorpe forests are even rougher than last year? Being at the rear of the field we saw no less than 9 cars either 'off' or suffering from a mechanical disaster in the first two stages, indeed the first one, a red Datsun, was in the bushes no more than 3 corners from the start of the first stage (!). I made a bit of a gooly of the first stage, sitting in the back of Rogers Torana needing a bit of getting used to, although by the end of our outing I was convinced of the ideas soundness, as we were getting bags of traction and the rear wheels were far less liable to leap over roots and rocks.

The second competitive followed directly after, this had 71 instructions in 20.75 km's, an average of 292 metres between instructions. It had 11 lines of print to read out in .25 km, this was a slither over some rocks with a recommended maximum of 3 kmph. I'd forgotten

to take my junket tablet, my seat belts were rather loose and the event was so rough I couldn't believe it was for real. - The moment I got my head down in the office, my helmet went BONK! - on the left side of the rollcage; DONK! on the right side and BONG! on the roof - and this is an event with the minimum of servicing and I couldn't even find the seatbelt adjusters. We lost 11 minutes on a 16 minute competitive, and I would cheerfully have handed my seat over to Old Nick himself.

A two minute transport took us to the start of the third competitive. The sadistic McConnells sent us off onto a section that was 43 kms long, had 4½ pages of close typed instructions, and 6 "extreme cautions", 15 "cautions" and 20 other advices of rough roads. This was all too much for me so we stopped for a short chunder and I felt far better for it. More cars off, plus 3 VRC's to copy down, and passage controls who went to give me my card, but as I was sitting in the back they found no-one at home. Now I didn't cost us more than 2 minutes, but on this one competitive we lost 36 minutes, and I was very pleased with Rogers performance as the Torana is definitely NOT the horse for that course. So the times expected of us were a trifle fast.

We then had a 23 minute transport which gave me a chance to take my helmet off and beat the dents out of it. The next competitive was a real bind for us. Fred Thompson set us off on a very fast but rough run through the long grass by the rabbit fence, at last able to get some power on the ground Killer belted along, with the Torana occasionally taking to the air. We had any number of gates to open, one of which was ten times above my strength capabilities so I had to get Killer out to help me. 3km from the end of the stage we found the two cars ahead of us stopped, wisely as it turns out because a tree 4 foot across had fallen across the road. Now whether this was a treefall that had just happened I'm not clear, although the braless lady from Victoria who was timing just down the road did say that they'd had a tremendously strong wind blow up for a minute. Anyway it was too big to move and I wanted to look for a way round, but we didn't have a torch on us (but plenty of tooth rotting silly fizzy drink) so we lost the opportunity to pass the two cars ahead of us as they found a way through. This tree was particularly unlucky for Tony Kabel as they were nudging maximum lateness and those minutes we spent dithering put them over the edge. On to the end of the stage - this was turning out to be a night to remember.

By now we'd lost 72 minutes and with two more competitiveness to go the next one would be crucial, for if we lost any more time then the final competitive would have to be scrubbed, with all the attendant point losses.

The next competitive was 18km and had 8 cautions or extreme cautions on the first page. We'd been catching the Lancer ahead of us for some time and on the gate we were actually waved through, however our joy was shortlived as at a later gate I couldn't understand how the damn thing opened (it was so simple - just a bit of bent metal through a wire loop - that I spent a minute undoing various combinations of sticks and wire, till the thing looked like a set of wooden stakes ready for delivery) and I got it open just in time to wave the Lancer through, damn and blast, we sat in the Lancers dust for the rest of the stage with Killer being ominously silent. We dropped another 9 minutes on that one, and as the final competitive on Division 1 was 28 minutes long, and we'd be sure to drop 21 mins. - putting us well out of time limit - we decided to give it a miss.

So we went to the service area where I had the belts adjusted, and Tony Hazeldine and the rest of the boys did something to the gear linkage, then straight to the Division break at a Golden Fleece on the Warwick - Goondiwindi road. When we got there I had to nominate

a time, and I worked my time out in this fashion, Roger is 20 years old and 17 stone so that = 3, I'm 34 and 11 stone = 23, now 23 + 3 = 26 less 24 because it was midnight = 2, divided by the 2 occupants of the car leaves us with 1am exactly.

Hero of the division break was Paul Cadell who was servicing for Wayne Black. In pouring rain, Paul was sliding on his back in the mud as they attempted to reconnect the rear axle or something. Let this stand as a tribute to that mucky, dirty, tired, stanchion of rallying, the unknown service crew.

We learnt that the final competitive was muddy and downright impassable (except to Ray Vandersæ who got through before the rain really started). Russell Worthington had become well and truly bogged and virtually everybody had to turn tail and follow Bruce's demon way of escaping the woods. Among those to slither in the mire clearing the road were Adrian Taylor and Greg Weale in the Leach Motors Civic, at the halfway Adrians helpers were cleaning his money as he'd got his wallet full of muck. At the moment it seems that the final competitive has not been excluded from the results, a strange decision indeed.

At the cafe I saw on the price list that baked beans on toast were \$2.20, when I was young there wasn't a man alive who could lift \$2.20 worth of baked beans. Sausage, egg and chips was something astronomical like \$4.00 - my oath this is a good days takings for The Booksmith, although we don't serve 24 hours a day.

Director of the event, Ann Thomson, had gone out to recon the stages, so we waited till about 1am when she returned with a reroute to take us 60km east in an attempt to find a 'goer'. However the run transpired to be fruitless (although it was on the way home) as the ground was very damp and would have cut up a treat. So the event - but not the excitement - ended there.

We'd arranged to meet TIMS and the service crew at the Big Apple, Stanthorpe, so imagine my surprise when I navigated us unswervingly into Warwick. Our amazement was even more compounded when upon our arrival at Stanthorpe we were given a message to say that everybody else was in Warwick (!). However a cup of tea, and a piece of apple pie so old that on the bottom it had printed "Otherus sidium uppus" recovered my equilibrium.

En route back to Warwick we lost the near side rear wheel at about 90. The car sat down heavily shooting sparks into the air higher than the car roof. Your editor, not to put too fine a point on it, was just about ready to poop himself. Once the car slowed to about 30 I undid my belts and crouched in the doorway, ready to leap for safety should the giant fuel tank be ruptured. The car screeched to a halt and I sent TIMS a message by the first car along. Once daylight dawned Roger went off with TIMS to find a phone, and Bill and I looked for the errant wheel. Well we never found it despite covering half a kilometre back on both sides of the road, what we did see however were no less than 4 truck tyres, and at 8 per kilometre that means that on our Melbourne trip last year we unwittingly passed no less than 32,400 tyres, and that's a lot of rubber. Actually the wheel couldn't have departed at a better moment, if we'd still been on the rally it would have fallen off in the forest (nasty), and if we'd seen the mob at Warwick it could well have come off going over the range (double nasty) - the end of a most eventful night.

While we were waiting by the roadside we saw several cars bearing control officials homewards, these poor souls had been left in the dark following the abandonment of the rally and they were cheesed off to a man - a sure case for CB radio.

## NEW MEMBERS

This month we are pleased to welcome a further 22 new members to the Club. They are :

Rod Bailey .....	Red Hill
Ian Bonson .....	Salisbury
Ashton Bradley .....	Surfers Paradise
Glenn Bradley .....	Surfers Paradise (Associate)
Russell Carter .....	Sunnybank
Desley Collins .....	Chandler (Associate)
Perry Crawford .....	Zillmere
Trevor Crickitt .....	Doonan
Coral Fritter .....	Alexandra Headlands
Norm Fritter .....	Alexandra Headlands
Barry Harvey .....	Bardon
John Harbert .....	Noosa Heads
Pauline Ivey .....	Kingston
Ian Johnson .....	Greenbank
Tony Kielniacz .....	Kelvin Grove
Geoff Loy .....	Cannon Hill
Michael O'Brien .....	Ashford NSW
Boy Powell .....	Capalaba (Associate)
Garry Reynolds .....	Gordon Park
Maria Reynolds .....	Gordon Park (Associate)
Graeme Robertson .....	Sunnybank Hills
Graeme Rollinson .....	Rockhampton

Welcome too to our two new honorary members - Simon Garrett of Goondiwindi and John Pryce of Melbourne.

## ONE LAST FINAL REMINDER TO UNFINANCIAL MEMBERS

65 new members so far this year and already 1979 looks like being a record year as far as membership goes. Unfortunately however a few of our old members have still not taken the trouble to pay their 1979 membership subscription.

Members who have still not paid their membership fees are reminded that they are now long overdue. If you fall into this category, please pay your subscription to the Secretary NEXT WEDNESDAY NIGHT, or post a cheque or money order to the club NOW.

Under the rules of the club as amended in 1976, members who are still unfinancial on the 1st April will cease to be members of the club and would have to re-apply for membership to become eligible for the benefits the club provides. The 1st April is not very far away, so make sure that YOU don't become an ex-member.

This is the last issue of the magazine which unfinancial members will receive.

## Major Small Ads

### EXPERIENCED NAVIGATOR

AVAILABLE for 1979 LUTWYCHE VILLAGE RALLY

COMPETED in last SEVEN Queensland ARC Rounds

Contact Gerard Byrne, P.O. Box 702, Canberra City, 2601

062 434711 (B.H.) 062 480770 (A.H.)



Girlock - Ipswich West Moreton Auto Club

Silver Anniversary Motorkhana - 25th Feb. 1979

Round 1 - Queensland Motorkhana Championship

A Fine day greeted the 40 starters at the first big Motorkhana of the year. The entry was split into the following classes : A = 9, B = 6, C = 4, D = 2, F = 9, L = 10. People suffering from off days included Lee Drummond and Alan McConnell but study the results and see for yourself.

(Position overall, driver, car, class, time, class-position - the results dont say what the tests were so I can't write it down)

Test 1

1	G Wolski	F Ley Sp	50.1	1
= 5	A McConnell	F MG Sp	52.7=4	
	G Carpenter	F MG Sp	52.7=4	
7	I Fink	B VW	52.8	1
10	L Drummond	C Mazda	54.4	1
16	L Sutherland	B Coroll	57.0	2
25	G Adair	D LeyP76	61.5	1
=26	G Powell	C Mazda	61.6	2
31	G Sutherland	L Coroll	64.0	6
33	B Powell	L Mazda	65.7	7
34	J Payne	C Datsun	66.6	3
37	C Harbeck	C Mazda	71.6	4
40	H Bosboom	D Frmont	78.8	2

Test 2

1	G Wolski	F Ley Sp	42.3	1
5	G Carpenter	F MG Sp	45.3	5
=10	I Fink	B VW	47.0	1
13	L Sutherland	B Coroll	47.2	2
15	C Powell	C Mazda	49.2	1
17	L Drummond	C Mazda	50.0	2
22	A McConnell	F MG Sp	52.0	9
34	J Payne	C Datsun	60.0	3
35	C Harbeck	C Mazda	60.5	4
36	G Adair	D LeyP76	64.2	1
38	G Sutherland	L Coroll	65.2	8
39	H Bosboom	D Frmont	71.5	2
40	B Powell	L Mazda	78.0	10

Positions after 2 Tests

1	G Wolski	F Ley Sp	92.4	1
3	G Carpenter	F MG Sp	98.0	3
7	I Fink	B VW	99.8	1
12	L Sutherland	B Coroll	104.2	2
13	L Drummond	C Mazda	104.4	1
14	A McConnell	F MG Sp	104.7	8
21	C Powell	C Mazda	110.8	2
=33	G Adair	D LeyP76	125.7	1
35	J Payne	C Datsun	126.0	3
37	G Sutherland	L Coroll	129.2	9
38	C Harbeck	C Mazda	132.1	4
39	B Powell	L Mazda	143.7	10
40	H Bosboom	D Frmont	150.3	2

Test 3

1	G Wolski	F Ley Sp	34.2	1
= 3	A McConnell	F MG Sp	36.4	= 3
	G Carpenter	F MG Sp	36.4	= 3
=15	C Powell	C Mazda	38.7	1
19	L Sutherland	B Coroll	39.4	2
=23	C Harbeck	C Mazda	40.3	2
29	G Adair	D LeyP76	41.7	1
=32	B Powell	L Mazda	43.4	= 8
	G Sutherland	L Coroll	43.4	= 8
37	I Fink	B VW	48.8	6
38	L Drummond	C Mazda	50.0	3
39	H Bosboom	D Frmont	51.9	2
40	J Payne	C Datsun	58.5	4

Test 4

1	G Wolski	F Ley Sp	32.1	1
5	L Drummond	C Mazda	37.3	1
6	G Carpenter	F MG Sp	38.6	5
=14	C Harbeck	C Mazda	43.5	2
=17	L Sutherland	B Coroll	44.5	2
26	I Fink	B VW	47.8	4
28	J Payne	C Datsun	48.7	3
=29	C Powell	C Mazda	49.1	4
33	G Sutherland	L Coroll	50.2	8
34	G Adair	D LeyP76	50.5	1
35	B Powell	L Mazda	51.9	9
36	H Bosboom	D Frmont	53.2	2
40	A McConnell	F MG Sp	76.0	9

Halfway Positions

1	G Wolski	F Ley Sp	158.7	1
5	G Carpenter	F MG Sp	173.0	5
11	I Fink	B VW	186.4	1
12	L Drummond	C Mazda	186.7	1
14	L Sutherland	B Coroll	188.4	2
25	C Powell	C Mazda	198.6	2
26	A McConnell	F MG Sp	202.1	9
31	G Sutherland	L Coroll	211.8	6
34	G Adair	D LeyP76	212.9	1
36	C Harbeck	C Mazda	215.9	3
38	J Payne	C Datsun	228.8	4
39	B Powell	L Mazda	239.0	10
40	H Bosboom	D Frmont	255.4	2

Test 5

1	G Wolski	F Ley Sp	37.6	1
3	G Carpenter	F MG Sp	39.1	3
4	A McConnell	F MG Sp	40.7	4
6	I Fink	B VW	41.6	1
= 7	L Drummond	C Mazda	41.9	1

=17	C Powell	C Mazda	44.3	2
=24	L Sutherland	B Coroll	45.4	5
26	C Harbeck	C Mazda	46.1	3
29	B Powell	L Mazda	48.6	7
30	G Sutherland	L Coroll	48.8	8

Test 5 (Cont)

37 J Payne	G Datsun	56.0	4	40 H Bosboom	D Frmont	76.7	2
38 G Adair	D LeyP76	56.4	1				

Test 6

1 A Burgess	F MiniSp	26.4	1
8 G Carpenter	F MG Sp	31.2	6
9 I Fink	B VW	31.3	1
13 L Sutherland	B Coroll	32.3	2
18 L Drummond	C Mazda	34.5	1
21 C Powell	C Mazda	36.1	2
23 H Bosboom	D Frmont	36.6	1
C Harbeck	C Mazda	36.6	3
29 A McConnell	F MG Sp	38.0	9
31 G Adair	D LeyP76	38.4	2
35 G Sutherland	L Coroll	41.8	8
36 B Powell	L Mazda	47.4	9
J Payne	C Datsun	47.4	4

Positions after 6 tests

1 G Wolski	F Ley Sp	227.6	1
4 G Carpenter	F MG Sp	243.3	4
9 I Fink	B VW	259.3	1
12 L Drummond	C Mazda	263.1	1
13 L Sutherland	B Coroll	266.1	2
20 C Powell	C Mazda	279.0	2
21 A McConnell	F MG Sp	280.8	8
31 C Harbeck	C Mazda	298.6	3
32 G Sutherland	L Coroll	302.4	6
35 G Adair	D LeyP76	306.7	1
38 J Payne	C Datsun	332.2	4
39 B Powell	L Mazda	335.0	10
40 H Bosboom	D Frmont	368.7	2

Test 7

1 G Wolski	F Ley Sp	27.7	1
4 I Fink	B VW	29.5	1
5 G Carpenter	F MG Sp	29.6	3
16 C Powell	C Mazda	31.7	1
21 L Sutherland	B Coroll	32.6	3
27 C Harbeck	C Mazda	33.9	2
28 G Adair	D LeyP76	34.3	1
29 H Bosboom	D Frmont	34.5	2
30 G Sutherland	L Coroll	34.6	5
32 J Payne	C Datsun	36.6	3
33 B Powell	L Mazda	36.7	7
34 A McConnell	F MG Sp	39.4	9
35 L Drummond	C Mazda	41.0	4

Test 8

1 P Griffin	F VentSp	25.1	1
6 L Drummond	C Mazda	27.5	1
8 I Fink	B VW	27.8	1
14 G Carpenter	F MG Sp	29.6	8
16 A McConnell	F MG Sp	29.7	9
21 C Harbeck	C Mazda	32.2	2
23 L Sutherland	B Coroll	33.0	3
30 G Sutherland	L Coroll	35.3	5
34 J Payne	C Datsun	36.4	3
37 B Powell	L Mazda	38.1	10
38 C Powell	C Mazda	43.1	4
39 H Bosboom	D Frmont	45.2	2
40 G Adair	D LeyP76	50.2	2

Results

1st	G Wolski	Leyland Special	F	281.1	1st class	F
5th	G Carpenter	MG Special	F	302.5	5th class	F
10th	I Fink	VW	B	316.6	1st class	B
13th	L Drummond	Mazda RX-2	C	326.6	1st class	C
15th	L Sutherland	Corolla	B	331.7	2nd class	B
21st	A McConnell	MG Special	F	344.9	9th class	F
26th	C Powell	Mazda RX-2	C	358.8	2nd class	C
30th	C Harbeck	Mazda	C	364.7	3rd class	C
33rd	G Sutherland	Corolla	L	372.3	6th class	L
37th	G Adair	Leyland P76	D	387.2	1st class	D
38th	J Payne	Datsun	C	395.2	4th class	C
39th	B Powell	Mazda RX-2	L	409.8	10th class	L
40th	H Bosboom	Ford Fairmont	D	443.4	2nd class	D

For Sale

January 1978 XC GXL Ford Fairmont 2 door. 5.8 litre. Air Conditioning. Power steering. 4 wheel disk brakes. Auto boot release. Cloth inserts. Vinyl roof plus many extras. Mag wheels.  
\$9500 - Harry Bosboom, 93 Nyleta Street, Coopers Plains. 345 6627

For Sale

1974 Mazda RX-3 Sedan. Metallic Green... Paul Goopy,  
25 Drake Street, Everton Park. 355 0517

Major Forthcoming Event

TOWNSVILLE PACIFIC FESTIVAL RALLY

This round of the Queensland Rally Championship is on the Queens Birthday long weekend in June. The Rally is part of the Pacific Festival and we strongly recommend that you plan to make it a full week to include the Festival's activities and indulge in the North's sights, sun and sports fishing etc.

As in previous years, we are going to make the weekend an enjoyable one for competitors, service crews, control officials and all those interested in rallying.

Provisional arrangements for the weekend are as follows :

- (1) Friday night barbeque for everyone connected with the Rally.
- (2) Free car wash at the end of the rally for all competitors cars.
- (3) Presentation Social Evening. Provisional results will be announced and presentations made to provisional winners at a social evening. A meal will be arranged and drinks will be on sale at nominal rates. Hopefully action photos of all competing crews will be displayed and will be available for purchase.
- (4) Limited free billeting in club members home will be available for competing crews. These will be allocated in order of receipt.

At this stage, we hope to secure at least \$2,000 cash prize money plus additional conditional prizes.

We would appreciate your support to our sponsors by making an entry to the rally. The weekend to remember is the 16th/17th June and plan your holidays accordingly to take advantage of the North's hospitality.

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CONFEDERATION OF AUSTRALIAN MOTOR SPORT  
Queensland State Council

Subject : Scrutineering Advisory Committee

At the February State Council Meeting, it was resolved that a Scrutineering Advisory Committee would be formed, and the general conditions relating to its formation were decided upon. These are as follows:

That a Scrutineering Advisory Committee be formed : That it comprise six persons and one Chairman : That a quorum comprise four persons : That the six persons be selected on the basis of expertise in the following six fields : Speed events, Rallies, Motorkhana's, Off Road, Mechanical engineering, Mechanical construction. That such committee meet quarterly. That such committee act as the nucleus of a Scrutineering Panel.

We are now calling for nominations for the six persons and the Chairman. Such nominations will be accepted from any Club or persons, self-nomination is quite acceptable, must be in writing, signed by the nominee, and contain a brief outline of the persons experience and ability such as would fit that person into one of the seven positions.

Nominations will be received up to the close of business at the 18th May State Council meeting. This long period is provided so the maximum coverage can be obtained.

Should you have any queries, feel free to contact myself or the Chairman of State Council, Steve Jackson at 2685688(work) or 2682084

B.J. Moy (Secretary)

(Home)

Northern Districts Sporting Car Club.

Powderpuff Rally

February 24th - 25th 1979

After an initial postponement because of rain, this first ever lady drivers event was held on the last weekend of February, however things were far from dry and the ladies were doubtlessly in for a damp night, and I expect that The Incredible Mrs Smith was not the only one bleating "But I've never done a stage in the wet wet".

Originally 19 entries were put in but only 16 crews made the revised date. From the BSCC we had Barbara Dean and Jamie Smith in Rex Faldis Mk1 Escort Twincam, Noelle Heales had used her womanly wiles to procure the services of ace navigator Bob Trigger in Lee Drummonds Mazda RX2, Kerry Payne was driving Peter McMahons Escort with Peter navigating, and TIMS was flashing around in The Booksmith of Sherwood, Honda Civic. Other notable starters (but from lesser clubs) were the very fast Meg O'Shanesy (whos got a works Fiat ride in the Round Australia) who was partnered by the current Queensland Champion navigator Bruce Fullerton, Rod Browning had fixed up a Datsun Ute for Kerrie and he to use, Helen Saxby was driving the very fast Gemini and Bernie Nutter had the venerable EH out with Margaret Whiting at the wheel.

The event started from Northern Districts home territory at Redcliffe. We all signed on at 3pm for a 4pm start, and then we had a transport to the top of Mt Glorious and a wait for it to get dark, so the first competitive began at 6.50pm - once again "Let the competitors wait" was the order of the day.

During Days long journey into Night TIMS and I took a walk up the first kilometre of the track. I've never used these forests before, but when the topography is craggy and mountainous, so are the stages. The track proved to be very slippery in places, and constructed of lumps of rock that made the surface a real tyre shredder.

At long last we were off. On the go, the slipperyness on foot proved to be deceptive as the front Semperit knobblies did their bit. We shuffled along, mainly in second gear, and indeed sometimes pulling as much as 6200 owing to TIMS's reluctance to engage third (Punch, punch). This first stage was fairly rough but the second competitive was the roughest I've done since Daryll Kelly and I tackled the Nerang forest in '76. Uphill sections were covered in giant gibbers and TIMS delicately gripped the wheel between two fingers to stop her fighting the steering rack. Only 5 days before the event Graham Smith and Fulcrum Suspensions had fitted stiffer springs to the front, and the further 2 inches of ground clearance that this gave us was essential, indeed throughout a very rough night we only hit the deck about a dozen times, whereas on a comparative smoothy like '78 Kriticos, the sumpguard dug up so much loose aggregate that I was selling it off at the finish.

Halfway through the second stage we had a real Smith family chinese firedrill of a puncture. After a savage uphill assault on the tyres she says "Its pulling to the right", "No its not" I assured her (Full of experienced male smugness), "Yes it is", "No its not", "Whose bleeding driving then?", so i gripped the wheel with my right hand - she took her hands off the wheel - and the ensuing moment as the car slewed to the right will long be remembered. So we stopped on a comparatively wide bit and Tricia was dispatched with the safety triangle - which I understand she put back wards behind a tree (The ladies - god bless them). This was our first puncture in 6 events, although the girls did once get

the jack out when they became perched on a rock in the Oxenford forest last year, however, without realising it I'd put everything on top of the jack so we had to move 2 spare wheels, tool bag, matchstick replica of the Eiffel Tower, my make-up bag, Tricia's boxing gloves and Wormold the Golden Eagle before we could get the car into the air. Eventually we got the wheel off, on with the spare, lower the car and the first spare had a swell at the bottom like an Aussie beer gut, so out with the jack and on with the second spare - a Cinturato so old that on the side it says "Maximus Pressium XXXV lbs". So down with the car and off we go, she-who-coughs-with-tongue-in-cheek reckons we spent 20 minutes performing that little danse macarba.

By the end of the stage, almost all of which was second gear stuff, the car was boiling merrily so those great mechanical brains, Peter Marshall and Lee Drummond, stuck their heads under the bonnet. Now the cars run hotter ever since I had to fit a new radiator after providing a Roo with a hot shower last September. So old Marshall says "Shouldnt the fan be going round?" (With heavy overtones of sarcasm), and proceeded to plug in two wires down the bottom somewhere - I've always wondered what made the fan go round, especially as I could never figure out what had happened to the belt and pulley.

So we were able to start the next competitive considerably cooler, damn good thing rallying, all those little jobs you dont understand get done very quickly, and all for a bit of heavy breathing and sneering.

The last two stages before the halt used a loop that was covered twice in each division, so the sequence THR - Caution Causeway - SO - Grid etc became very familiar. On our first lap I have made the note "Cow" and this was the-time that Noelle Heales came scorching past in the EX-2, however I'm sure my note refers to the two large brown bovines we saw. The first one Tricia chased up the road shouting "Come on Buttercup", and I didnt know they'd even been introduced.

The Division halt was at the Mobil D'Aguiar and we had a wait of  $1\frac{1}{4}$  hours. Rex Faldt was attending to his Escort and was positively horrified that we didnt have a service crew on hand, we were most grateful for his offer to look at the car, but apart from putting in some Castrol, looking at the unprotected fuel tank and borrowing a hammer to straighten a bent wheel rim, we had nothing to do. However that wasnt everybodys tale, Meg had knocked Kerry Payne off the road (Thats not the truth, but we never let reality come between us and a good story) so the Escort was being walloped with a variety of instruments, also several cars had given up the ghost, including the low Imp and Mini.

The first stage in Division 2 was a long muddy one. Meg and Bennies EH started before us, but after a while we saw Bennies lights ahead, then over a brow a strange tableau unfolded before us, Megs Civic was well in the ditch on the exit to a bog and Bruce was leaping about like a loony connecting a towrope to the EH. Tricia decided to stop as she likes a good show, but Meg waved us past so we kept well to the right and reached the far bank. Off we went into several mud holes, and I really must fit a duplicate wiper-washer switch on the navigators side, as I never remembers to put them on Before the windscreens covered in muck - in fact on one occasion she said something so silly that only XXXX can drag it from me.

On the next competitive Rod Browning was working frantically as the Ute had broken an engine mounting and the thrashing engine had flattened the main electrical cable. This was a stage we'd already used, it was very rough and had Tony and Kim Hazeldine setting them off.

At the end of the next competitive Noelle's Mazda was planted neatly in the middle of the road - her anxious face popped in and she said something so silly that only XXXX can drag it from me. Anyway her battery had gone "BANG !" which is probably appropriate for a car belonging to an electrician, but the only help we could provide was to give Bob Trigger the newspaper he wanted (for his fish and chips?).

Two more competitiveness and so to the finish held in the picnic grounds at Burpengary. My god a burger and frosty go down like a rocket after an event.

This was a great night out for the boys, plenty of tight, rough stages and a rather tight time schedule which applied to the transports too (?). However it was too rough for a ladies event, although its nice to see the gels getting the same treatment as the males, a public road, navigational event was expected (To save the poor weak things from undue stress), and this would have been very regrettable.

Nice one Northern Districts

Division 1 Section 2

1 Kerry Payne/McMah Escort	3
= 2 Kerrie Browning/R Datsun	4
Meg O'Shanesy/B F Civic	
4 Noelle Heales/R T Mazda	5
= 5 TIMS/Big Ed Civic	6
Barbra Dean/J Smi Escort	

Division 1 Section 5

1 Meg O'Shanesy/B F Civic	2
2 Kerrie Browning/R Datsun	3
3 Kerry Payne/P McM Escort	4
= 5 TIMS/Big Ed Civic	5
Noelle Heales/R T Mazda	
= 9 Barbra Dean/R Tri Escort	6

Division 1 Section 8

1 Meg O'Shanesy/B F Civic	1
= 2 Noelle Heales/R T Mazda	2
Kerrie Browning/R Datsun	
= 5 TIMS/Big Ed Civic	3
Barbra Dean/J Smi Escort	
Kerry Payne/P McM Escort	

Division 2 Section 2

1 Kerrie Browning/R Datsun	1
2 Kerry Payne/P McM Escort	2
= 3 Barbra Dean/J Smi Escort	3
= 5 TIMS/Big Ed Civic	4
Noelle Heales/R T Mazda	
10 Meg O'Shanesy/B F Civic	9

Division 2 Section 6

1 Meg O'Shanesy/B F Civic	5
3 Noelle Heales/R T Mazda	7
= 4 Barbra Dean/J Smi Escort	8
Kerry Payne/P McM Escort	
= 8 TIMS/Big Ed Civic	10

Division 2 Section 9

1 Meg O'Shanesy/B F Civic	0
= 3 TIMS/Big Ed Civic	2
Barbra Dean/J Smi Escort	
Kerry Payne/P McM Escort	

Division 1 Section 3

1 Meg O'Shanesy/B Full Civic	8
2 Kerrie Browning/R BroDatsun	9
3 Barbra Dean/J Smith Escort	12
4 Noelle Heales/R Trig Mazda	13
11 TIMS/Big Ed Civic	30
13 Kerry Payne/P McMaho Escort	58

Division 1 Section 7

1 Meg O'Shanesy/B Full Civic	4
2 Kerrie Browning/R Br Datsun	5
3 Noelle Heales/R Trig Mazda	7
= 4 Barbra Dean/J Smith Escort	8
= 6 TIMS/Big Ed Civic	9
Kerry Payne/P McMaho Escort	

Division 1

1 Meg O'Shanesy/B Full Civic	19
2 Kerrie Browning/R Br Datsun	23
3 Noelle Heales/R Trig Mazda	32
4 Barbra Deab/J Smith Escort	35
9 TIMS/Big Ed Civic	53
11 Kerry Payne/P McMaho Escort	77

Division 2 Section 4

1 Meg O'Shanesy/B Full Civic	2
= 2 Barbra Dean/J Smith Escort	4
Noelle Heales/R Trig Mazda	
4 Kerry Payne/P McMaho Escort	5
= 5 TIMS/Big Ed Civic	6

Division 2 Section 7

1 Meg O'Shanesy/B Full Civic	2
= 2 Barbra Dean/J Smith Escort	3
Kerry Payne/P McMaho Escort	
= 6 TIMS/Big Ed Civic	4

Division 2 Section 11

1 Meg O'Shanesy/B Full Civic	2
= 2 Barbra Dean/J Smith Escort	3
Kerry Payne/P McMaho Escort	
3 TIMS/Big Ed Civic	5

Division 2

1 Meg O'Shanesy/B F Civic 20  
 = 2 Barbra Dean/J Sni Escort 23  
 Kerry Payne/P McM Escort  
 6 TIMS/Big Ed Civic 31

Results

1 Meg O'Shanesy/Bruce Fullerton  
 Civic 39  
 2 Barbra Dean/Jamie Smith  
 Escort 58  
 6 Tricia Smith/Big Ed Civic 84  
 8 Kerry Payne/Peter McMahon  
 Escort 100

Noelle Heales was not stuck in the bush with Bob Trigger overnight (Down boy) but got a hairy lift from Alan Cutts. They purchased a new battery from a garage and managed to reach home without any more explosions.

For Sale

Still on the market is Dennis Browns fully rally prepared Datsun 1800SSS - this has every conceivable mod known to man and is available for the bargain price of \$3700 - of course the only reason Dennis is selling it is because of his inclusion in the Holden Precision Driving Team - so grab an ultra fast bargain while you can.

I think these phone numbers are relevent, but if not they should be able to pinpoint him from them H - 208 3831, W - 208 4587

Big Ed sets new record for cock-ups !

We printed this last month : Graham Robinson from Port Macquarie will team with Boyd Owens for the year in the Escort, doing selected events. What we should have said was : Graham Rollinson from Rockhampton will steam with Boyd Owens for the year in the Datsun SSS, doing selected events. (!)

March 7th Funny Photo Night

Things are really in the groove this year, and we had the pleasure of seeing our Vice-President (Big Al) presenting the trophies for the Wednesday before's night-run. On the ball - top marks.

All Night Runs are being sponsored this year and Alan Creighton's event will be supported by Wynns, so come along and entre on March 28th (Makes a chap think he might entre himself).

Another crowded night at the Clubrooms. We had slides from me ("Boo, dull, go home you pommie bastard"), Peter Marshall ("Hurrah, breathtaking, wonderful") - bunch of creeps. We also had an Off Road movie and the draw for the forthcoming Off Road event at Oxenford - a busy night and John Hall does a great job behind the bar.

The current Queensland Rally Champions, Russell Worthington and Bruce Fullerton, are using a white, orange and black Mazda RX-2 for this years assault on All Queensland rallies, the Castrol International, New South Wales Rally Championship rounds and other selected events.

Their main sponsor is Rust Rid Australia who provide rust proofing for Automotive, house, garden, slot cars and myriads of other uses around the Jennings brick veneer. Other sponsors are Stones Corner Motors, Cibie, G.P. Cars and Holland Park Auto Electrics.

One Man's Cars presents Jack Read

Always a pleasure to speak to a real character so this month Big Ed drove over to Readspeak at Morningside for a chat with that terror of the A.G.M., Jack Read, about the cars he's had in his life.

The following article is set out in some sort of chronological basis, but cars came and went, many of them at the same time, that a real "We got rid of X and purchased Y" was 'nt possible.

The first car Jack drove, and later bought, was his dad's old 1936 Big 6 Chevrolet standard sedan. This was a handy beast with full hydraulic brakes, it weighed only 26cwt and had a 28 foot turning circle. A year later Chevrolet 'improved' their big six so that it weighed a ton more and could 'nt turn round in less than 42 feet. Competing with the St George Car Club and the University Club in Sydney, Jack regularly placed second in motorhomas, which was notable going as his competition was Renault 750's, MG TC's, Singer 9's, Morris Minors and the like. It also won 3 trials and had many places, its only drawback was a weakness for gearboxes and things, and in its later years it was under a constant state of repair.

His first taste of actual car ownership was an Austin 7 four seat convertible. This had suspect front suspension as a touch of left lock would make it dive sharply to the left. Driving up Parramatta Road one day at 5pm, a brewery truck moved sharply out from the right and the sudden swerve to the left was enough to make the Austin fall over. It thumped onto the ground but bounced back onto its feet (much to the amazement of a local bus queue), it sustained a little damage mainly to the sidescreens. The car's final demise came about one day when it overtook the car towing it.

The next big purchase was a half share (\$3.10) in a 1929 Big 6 Austin tourer with a camping body. The brakes needed Herculean pressure to work, but the pressure thus resulting on the back of the seat made it collapse to its 'camping' position. So when braking it was necessary to pull your weight off by hanging onto the steering wheel. The gearchange was fitted with a sleeve so that the lever could be tucked out of the way whilst camping, for some reason the car also carried a super long optional gearstick that could be stuck into the sleeve, and then ones friends in the backseat could change gear. The car was finally auctioned off for a kiddies charity. It was written up as an "Austin Tourer" with no year specified and collected \$250. It was parked at the bottom of a multi-storey car park and the 'lucky' winner was despatched to collect it. When he saw it he was 'nt game to drive it out, so a mechanic mate went and collected it for him, however, parked overnight it was stolen so the winner never got to drive his prize. Jack only hopes that the thief had a puncture on one particular wheel, as the studs had broken and the wheel had been welded to the drum.

Sometime around now Jack had his first new car, It was a MG TD with the XPEG 1500cc engine. Remembered as a lovely car which he kept for two years, the car came complete with a baseball bat to beat off the wimmin.

Talking of Girls, Jack shared a straight 8' Packard with other club members. It was fitted with high compression, overdrive, freewheel and just swooped past the 110mph mark. However the brakes were hopeless and it wallowed so much round corners that the front bumper



scraped the ground. But this car went over big with the girls, and Jack had his first 'experience' in, and because of, the Packard.

Other cars that passed by included an old Morris Minor with a Mazengarb overhead valve conversion. On a 10.5 to 1 compression ratio its (about) 950cc did very nearly 100mph, however the car was very cammy and not good for motorkhanas. There were also a succession of Austin 7's including one that did 106mph down Con-Rod straight. This one revved to 7000 on two bell shaped white metal bearings, the bearings were bell shaped so that when the crankshaft whipped the con rods didn't break! The engine did blow up occasionally and on one occasion the petrol pump was picked up 100 metres down the road. There was also one of the first Austin A30 Countryman in Australia, this was used for all club sports. A 1929 Vauxhall 20/60, the first Vauxhall produced by General Motors, had a flywheel brake to assist upward gearchanges - without its use by the time the revs had dropped to allow an upward gear to be selected, the speed had so fallen off as to make the change undesirable. Jack also had a Daimler DB18 straight 6 with a pre-selector box, and an early Lancia Lambda with a sidevalve Ford V8 engine. This was very harsh, went like the clappers but didn't stop.

One major project was a Side Valve Morris Minor that had a hot A40 motor. This blew up and a 160hp Holden motor was dropped in. The motor was put right back level with the dashboard, the distributor was very handy for the drivers left leg. A pre-select Lanchester gearbox was fitted and a fluid flywheel. The gear change pedal was operated by a solenoid on the selector. With the usual Minor rear suspension the axle tramp was unbelievable, the axle would bounce up and down without the car moving, so the front and rear suspension from a Eochedale Olympic were grafted on. This car was burnt out after 3 hectic years. It was registered as a "home built special", and just try doing that in these computerised times.

The final Austin 7 was about 1965. It was fitted with a "Milano" body like a scaled down Monza Ferrari in fibreglass. From the driving seat the blood red bonnet stretched ahead and made distance difficult to judge. The then Courier-Mail motoring correspondent borrowed the car and in a display of braking efficiency, misjudged the length of the nose, and put it out of joint. Mrs Read did mention that she could never find reverse in this car.

Other MG's in Jacks life included an MGA that he sold to a mate who raced it to 3rd in class at Lakesides first International. Also a 1939 MG TB (Chassis No.439) which had a 156hp Holden engine, Rover 75 gearbox, boxed chassis and track rods. It handled tremendously well but broke axles like carrots. On one occasion it didn't move an inch between breakages, this fault was exacerbated by a solid centre clutch and the need for 4000 revs before it could get away.

It wasn't until early 1965 that Jack obtained his first Mini. For 12 months he managed not to tamper with it, then following an argument with a truck it was used for rallying, motorkhanas and other sports. These included a bit of racing, on a 1 mile oval at Acacia Ridge, in the hands of Stirling Mitty. He reported that a speed of 100mph could be obtained on this very fast track, and that he kept it glued to the inside lane while the big stuff thundered past. Back in Jacks hands it was entered for every event for two years, and it won the 1967 Queensland Motorkhana Championship,

a couple of championship rallies and much else besides. On one occasion, despite a careful negotiation, it left its petrol tank at a creek crossing. This car is still used as a family hack, and indeed whilst writing this in my shop I saw it go past about 10 minutes ago.

Other, but less memorable cars, included a Triumph Mayflower (which was always referred to as a "Willwither"), an aluminium Austin 7 with a one gallon petrol tank, a Mini Monaco which was a fastback Mini put out by Buckle Motors, and since then its been mainly Mini's, the latest device being a 2850cc Mini-twin with the AP automatic gearbox for the rear engine.

Certainly a rich and varied diet, and that Mini-twin shows that theres plenty of fire in the great yet. Good on yer Jack and we await the A.G.M. with baited breath.

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While I was watching the A.B.C. television production of the Australian Grand Prix from Western Australia, I knew I was watching its nadir in motor racing productions. The opening shunt between Constanzo and Perkins was dismissed very quickly so we could see some local driver tooling around in his home-made special, after 3 laps of this we focused on Walker for more than a few circles, however I will admit we saw the exhaust coming off, the quick pit stop to remove the exhaust, but horror of horrors somebody else had taken the lead, so we saw every car in turn until they found Mr Wright, a gentleman who, I must admit, is not familiar to me, but nevertheless you dont lead the AGP if you can only pick your nose and fart the opening bars from the overture to Iolanthe. So we watched Wright, meanwhile behind him Walker was flogging his car along and the commentator kept us fully informed as we watched Wright driving around. Suddenly Walker catches Wright! What do we do? well the camera switches from the action and gives us a nice LONG shot of the bloody scoreboard. The producer, obviously the man who does 'sports', confuses motor racing with horse racing, and is probably still wondering why they didnt throw a rug over Walkers Lola at the finish.

The following week we had a saloon car race from Calder Raceway, and this was the television production that should be shown to trainee producers as THE way to do it. The son between the commentators and the producer was superb, and the cameramen were really on the ball, if only we'd had this team with us for the Rothmans series.

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### Assorted Apologies

Some smart rat bag once said that the only thing wrong with the English was that they were always apologising, well I'm sorry but that just is'nt true. However our Club President, Garry Connolly, has asked me to tender his for not producing a Presidents report, however he's knee deep in the Lutwyche Shopping Village Rally at the moment so we can look upon the rally press release as his contribution, Charlie Blake is sunning himself in sunnier climes (two weeks at Luggage Point) so we have'nt the championship scores again, and a virulent plague seems to have swept through the Off Road people because of their last event we've heard nowt, my mum only has the central heating on 2 hours in the morning because the quarterly bill is £120, and don't forget The Booksmith, 690 Sherwood Rd, Sherwood is still open for tea at 10.30, 12.30 and 15.30 every day except when I'm not there.

## Big Ed's Column

Hello Lieutenant - Colonel Stuff (Mrs) here, last months magazine has been called "Unfunny", well I should damn well hope so with the world in its current state, in fact I would anticipate that the next war will be fought between two 'yellow' nations - the Chinese and the United States.

## The 3rd Rutwyche Lickshaw Larry

Despite the Chinese incursion around our hometown of Blisblane in North Vietnam, the Rutwyche Lickshaw Larry was still run. Director Gally Coonnolly put on a 200 km event on the state roads, state forests and through several state towns and state insurance centres. To ensure that the organizing team met with everybodys approval Gally had an erection. Voted in wife Co-Director Laurie Galth, Course Checkers Gren Sommelvirre, Rian Blond and Lod Hannifey, Secretary Tlicia Smlith.

60 Entries were received and twelve were from the Blisblane Suppoltels Chaliot Co-Opelative. They were Alien Tayrol/Gleg Weare, Tennis Blown/Loss Moil, Lusserr Wolthington/Bluce Furrelton, Paur Caderr/Charlie Brake, Gee Off Smarrman/Chlis Goodreil, Jlim Leddiex/Althul Rowe, Gren Raw/Noer Rawson, Aran Lorrinson/Bloyd Lovens, Rony Glueman/Rony Blest, Rank and Pieman Kabre, Petel Phirrips/Lusserr Furrelton and finarry Loge Kimekris/Blig Led.

Most common Lickshaw was the U-Purum including a works one for Alien Tayrol - this had the optional small wheels which really did make Gleg Weares thin little legs twinkle round. Other Lickshaws represented were E-Z-Purr and Frowsmooth.

The start was held Saturday afternoon in the midst of an intense artillery barrage by the Chinese 7th "Peace only comes by a kick in the balls" heavy artillery division. With tracer screaming overhead and 105mm H.E. bursting in the Rutwyche Hot Blead Shoppe the normal 2 minutes between competitors was dispensed with and in fact everybody started at once, competitors, officials, spectators and  $\frac{3}{4}$ 's of the lady serving in the Hot Blead Shoppe.

The field regrouped ina long railway tunnel outside of Ipslich. Unfortunately however one crew did not make it, whilst avoiding the tank traps and dung festooned stakes at Dalla, Paur Caderr and Charlie Brake had been lurred into that house of ill fame the "Etelnar Briss" brothel. When last seen Charlie wassaying "Mighty meaty matey" and Paur cried "I cant even affold an artelnatol" before hordes of good time girls flung themselves on him.

The first competitive was long, rough and very dangerous for anybody over 5'6" tall, as the commies (Well, the other Commies) had strung wires across the road at 5'7" to catch our Russian advisers. The only one to yump in the wrong place was Noer Rawson who lost his top knob, Gren Raw wanted to pull his own Lickshaw but Gally Coonnolly soon put a stop to that. Other sufferers were Rony Glueman and Rony Blest when Rony Blest stumbled on a root and the Lickshaw propelled Rony Glueman into a pit of stakes, Rony Blest reckons he got the point. Also out of luck were Aran Lorrinson and Bloyd Lovens who tumbled off the causeway into a paddy field, this had been hit by shells stored in an old U.S. army liquor store and the water was 80% proof, they did finally drown but only after Bloyd had got out twice to relieve himself.

After a transport via the Insurance offices at Darby - where we sang the Peoples Instant Success Song,

We're covered for things we knew we'd never need  
they'll insure us till we bleedin' well bleed  
We cant call on god oos' he's not our saviour  
but if Ho Chi Minhs there, come and do us a favour.

we went to the second competitive.

Sank and Pieman Kabre were on the line when a passing Sukhoi SU-11 delivered them a glancing blow between the shoulder blades with a 1200 mph Infa-red (no more baked beans for ME) guided missile. Fast off the line were Alien Tayrol and Gleg Weare, but at maximum speed (12mph) the transmission gave way owing to the ants having eaten through the leather. Gleg; with a handle in each hand, reached the stage finish alone, Alien, hurriedly making the titanium Lickshaw tub look like a common old metal one, was caught by surprise and fell in a gooseberry patch - another fine crew bites the dust. Tennis Blown and Loss Moil were rounding a fast hand when they ran straight into a somnolent tiger, quick as a flash he gobbled them up - burrrped - and said

Tennis, Tennis learnt alright  
driving too fast in the dead of night,  
Really is too much of a tie  
so now he whirle around inside.

Russerr Wolthington and Bruce Furrelton were unlucky to run onto a land mine. Bruce's mouth was blown deep behind the Chinese lines, and 48 hours later they dropped it, still talking, on Hanoi. Of Russerr no more was seen, but as is left leg said to his kidneys, "I really must pull myself together". Logel Kimekris/Blig Led climbed over two banks at a spectator point and came face to face with a tank, while Blig Led ran in the direction of Mother shouting "I'll get help", Logel smashed a coke bottle on the tanks periscope and sat on it. Naturally the 105 ton T74 tank just folded up like cardboard, under the weight of the heaviest buttocks South of the Yula river - but enough of this or I'll get the bums rush (a fate worse than death).

It seemed that Jlim Leddiex and Althul Rowe would win but they had a puncture (a spear in the leg) so they finally came third. Gee Off Smallman and Chlis Goodleid came two (its about time Chlis came too) and Petel Phizrips/Russerr Furrelton romped home the winners.

Many thanks to Gally for finishing the job under difficult circumstances, it would have brought a smile even to the lips of Chairman Ma - Errrrgghhhhh!

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### For Sale

Fiat 125 Special. An original S complete with 4 wheel discs, 5 speed gearbox, 1600cc engine (Twin-Cam), Cromodora Mags and Michelin tyres. Approx 38 mpg. Colour: Dark Blue with red cloth inserts. Car in excellent order, no expense spared on upkeep of vehicle, first registered in November 1972.

Contact Ron Brazier - 391 3402 Anytime.

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### FOR SALE

Still available is Tony Jewels well known SUBARU G3R, factory optioned motor, Gas suspension, Class winner '77 Southern Cross Rally, winner Kriticos Motors Rally, a TOP CAR, ready to rally. All this for only \$3000 390 3754 (Home)

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Shredding tyres over rough terrain? Then your worries are over because BRUCE FULLERTON - 1978 Queensland Champion Navigator, has a container of RALLY TYRES arriving from Japan. If you thought your tyres were at maximum discount then you havent spoke to Bruce. For more details phone ... 373 2273 A.H.

### COMING EVENTS

Wed 21 Mar Off Road night at the clubrooms

Sat 24 Mar BSCC Novice clubman rally

Wed 28 Mar Night run by Alan Creighton and Pat Everson

Sat 31 Mar SDSMA Castrol Rally - Canberra

Sun 1 Apr Lakeside Races (ASCC 1)

Mon 2 Apr Sporting Cub-Committee meeting

Tue 3 Apr Committee meeting

Wed 4 Apr Bingo night at the clubrooms

Sun 8 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  
CQMSC Open motorkhana (QMC 2)

Wed 18 Apr Off-road night at the clubrooms

Wed 25 Apr Night run by Jeff Tremain & John Blake

Sun 29 Apr Closed Motorkhana organised by Colin Pink

Mon 30 Apr Scrutineering for Lutwyche Shopping Village Rally

Tue 1 May Committee meeting

Wed 2 May Social night - details to be advised

Thu 3 May Scrutineering for Lutwyche Shopping Village Rally

Fri 4 May Prologue for Lutwyche Shopping Village Rally

Sat 5 May BSCC Lutwyche Shopping Village Rally (ARC 3)

Sun 6 May Presentation for Lutwyche Shopping Village Rally

Mon 7 May HTCC Open motorkhana (QMC 3)

Wed 9 May Open night at the clubrooms

Wed 16 May Off-road night at the clubrooms

Sun 20 May Closed off-road event

Wed 23 May Night run by Warren Tegg and Allan Lawson