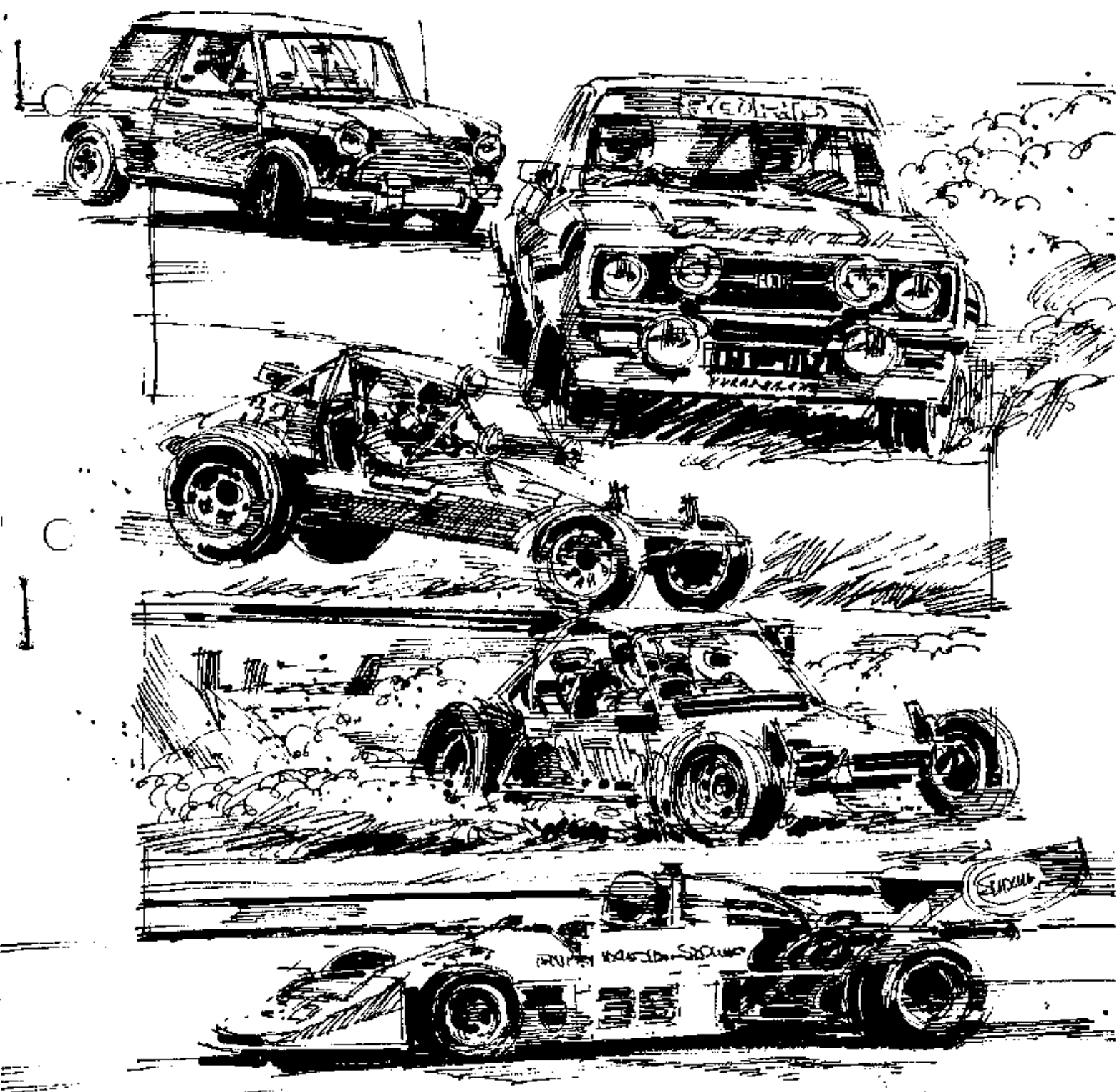




BRISBANE SPORTING CAR CLUB MAGAZINE

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JUL 1979



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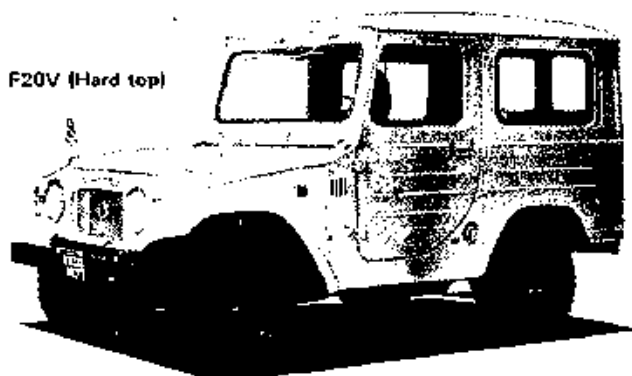
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Brisbane Sporting Car Club

Magazine - July 1979

Editorial

At one time the expression "Up the club" would have been a cry for the club to succeed in some aim, but now, in these days of lost innocence, it has other more unsavoury aspects.

So it was with some regret that I saw a police car the other day bearing an "Up Australia!" sticker. This sort of cheap, unseemly and unattractive jollification is not for public display by civil servants in public owned vehicles, least of all by the guardians of law, order and decency.

In 'civvies' of course they can fall down drunk, and plaster their cars with any number of socio-political claptrap, that is their inalienable right as citizens of a free democracy, but on duty they must remember they're performing a wholly necessary function in the service of the state, the nation, and Her Majesty Queen Elizabeth II.

Big Ed

Major Forthcoming Event

Purga Creek Enduro

Sunday 19th August

This is the latest offering by the Off Road section of the club and a good exciting days sport is promised.

The event will be held "near Amberley" over 2 sections totalling 160 kms starting from 10am. There will be classes for all the usual buggies, LWB's, Manx buggies and Lady competitors.

Officials are still wanted, so if you're free give the boys a hand.

Sponsors for the event are Volkspares, Sidchrome Tools and Imperial Sales (who are the distributors for STP automotive products).

Ring the Chairman of the Off Road sub-committee Ian Bond (Home 341 1139) for further details.

Spectating on Off Road events makes a great day out for the family as all the action is concentrated in a relatively small area, so come along and see the dare-devils at work.

PS - Bring something for the middle aged couple in the timing tent.

Friday 27th July

Ira Berk, Lutwyche Road, Windsor will be running a film night with Murray Coote as the guest star.

This will be the premier night of the Multiple Sclerosis Art Union, which has as its first prize a Datsun Stanza. The book buyers prize is, wait for it, full rally preparation to Group 1 standard by Murray Coote !!! Queues form here. There will be a door prize on the night plus refreshments etc - see you there.

Townsville Sporting Car Club

Pacific Festival Rally

Ansett airlines of Australia, and the Townsville Dily Bulletin provided the wherewithal for the TSCC to run this the second round of the Queensland Rally Championship.

Considering the distance involved the BSCC had a fair smattering of entries, and amidst the beer and naughty nooky parties they actually managed a run on the event.

The event was long, "as rough as a monkeys arse" and provided some good sport. What was not popular was the repeating of one particular stage where the speed of 20kmph was considered foolhardy.

The winners (presumably) had the least trouble. Tony Jewels and Tony Best used the Subaru to its best advantage and scored a canny win. Current Queensland champions Russells Worthington and Bruce Fullerton were in the lead with the Rust-Rid Mazda when they broke a steering arm. Its axiomatic that if you're going to be old and fast then a greater part of your youth is spent on the roof, this must mean that Hank Kabel is going to be a gay old dog indeed for his rotary Mazda 323 fell over once again - although as always it carried on to the finish. Keith Tapsall and Ross Moir were really in the groove with the Celica, and they were leading the BSCC members at the halfway with 3rd overall. However on the second division they had some electrical problems and got stuck on an ants nest. Currently leading the Queensland Rally Championship, Wayne Black and Dale Payne came 4th overall but lost out on a first in class when everything went 'orribly black. Asked about the QRC they were all for closing the championship now. Alan Rollinson and Boyd Ovens spent 25 minutes in a creek (did't they realise there was a rally on?) and like Wayne Black lost out on 3rd or 4th place, but thats rallying for you, eventually they came 12th. I asked Russell Fullerton about his adventures with Alan Stein, but he screamed "Its something I've been trying to forget" and fell sobbing to the floor.

Results Summary

Division 1 Stage 1

1	Worthington/B Full	Mazda
= 2	Jewels/Best	Subaru
	Stein/R Fullerton	Datsun
	Kabel/Kabel	Mazda
	McCubben/Guyatt	HolGTS
	Tapsall/Moir	Toyota
	Ryan/McKewen	Torana
	Black/Payne	Mazda
=33	Rollinson/Ovens	Datsun

Division 1 Section 5

= 3	Jewels/Best	Subaru
	Tapsall/Moir	Toyota
	Black/Payne	Mazda
= 7	Rollinson/Ovens	Datsun
=20	Stein/R Fullerton	Datsun
24	Ryab/McKewen	Torana
28	Kabel/Kabel	Mazda
33	Worthington/B Full	Mazda

Division 1 Section 9

= 1	Worthington/B Full	Mazda
	Tapsall/Moir	Toyota
= 4	Jewels/Best	Subaru
	Stein/R Fullerton	Datsun
	Kabel/Kabel	Mazda

Division 1 Section 4

0	1	Worthington/B Fullert	Mazda
1	= 2	Jewels/Best	Subaru
		Stein/R Fullerton	Datsun
		Kabel/Kabel	Mazda
		McCubben/Guyatt	HolGTS
		Tapsall/Moir	Toyota
		Ryan/McKewan	Torana
		Rollinson/Ovens	Datsun
3		Black/Payne	Mazda

Division 1 Section 8

17	= 1	Stein/R Fullerton	Datsun	6
		McCubben/Guyatt	HolGTS	
	= 4	Worthington/B Fullert	Mazda	7
		Tapsall/Moir	Toyota	
	= 7	Jewels/Best	Subaru	8
		Kabel/Kabel	Mazda	
34	=11	Rollinson/Ovens	Datsun	10
62	=15	Ryan/McKewen	Torana	12
	=27	Black/Payne	Mazda	21

1	= 4	Ryan/McKewen	Torana	2
	=12	Rollinson/Ovens	Datsun	3
2	=20	Black/Payne	Mazda	11
	30	McCubben/Guyatt	HolGTS	24

<u>Division 2 Section 1</u>				<u>Division 2 Section 2</u>			
3	Tapsall/Moir	Toyota	28	= 1	Worthington/B Fuller	Mazda	2
4	Jewels/Best	Subaru	30		Tapsall/Moir	Toyota	
= 7	Stein/R Fullerton	Datsun	36		Black/Payne	Mazda	
	Rollinson/Ovens	Datsun		= 5	Jewels/Best	Subaru	3
=15	Ryan/McKewen	Torana	44		Stein/R Fullerton	Datsun	
17	Black/Payne	Mazda	45		Kabel/Kabel	Mazda	
18	Kabel/Kabel	Mazda	47		Ryan/McKewen	Torana	
27	Worthington/B Fuller	Mazda	71		Rollinson/Ovens	Datsun	
34	McCubben/Guyatt	HolGTS	274				
<u>Division 2 Section 3</u>				<u>Division 2 Section 4</u>			
= 1	Tapsall/Moir	Toyota	4	2	Jewels/Best	Subaru	17
= 3	Worthington/B Full	Mazda	5	= 3	Kabel/Kabel	Mazda	18
	Black/Payne	Mazda			Black/Payne	Mazda	
= 6	Jewels/Best	Subaru	6	= 6	Rollinson/Ovens	Datsun	21
	Rollinson/Ovens	Datsun		= 9	Ryan/McKewen	Torana	24
= 9	Kabel/Kabel	Mazda	7	=15	Worthington/B Fuller	Mazda	27
=11	Stein/R Fullerton	Datsun	8	=18	Stein/R Fullerton	Datsun	28
=13	Ryan/McKewen	Torana	9	25	Tapsall/Moir	Toyota	44
<u>Division 2 Section 5</u>				<u>Division 2 Section 6</u>			
= 1	Worthington/B Full	Mazda	0	1	Jewels/Best	Subaru	16
	Jewels/Best	Subaru		3	Kabel/Kabel	Mazda	18
	Black/Payne	Mazda		= 4	Black/Payne	Mazda	19
= 5	Kabel/Kabel	Mazda	1	8	Worthington/B Fuller	Mazda	20
	Tapsall/Moir	Toyota		= 9	Tapsall/Moir	Toyota	23
	Ryan/McKewen	Torana		12	Stein/R Fullerton	Datsun	25
	Rollinson/Ovens	Datsun		21	Rollinson/Ovens	Datsun	41
=13	Stein/R Fullerton	Datsun	2	27	Ryan/McKewen	Torana	52
<u>Division 2 Section 8</u>				<u>Division 2 Section 11</u>			
1	Tapsall/Moir	Toyota	1	= 1	Worthington/B Fuller	Mazda	2
2	Worthington/B Full	Mazda	2		Tapsall/Moir	Toyota	
= 3	Jewels/Best	Subaru	4		Black/Payne	Mazda	
=10	Kabel/Kabel	Mazda	7	= 9	Jewels/Best	Subaru	3
	Black/Payne	Mazda			Kabel/Kabel	Mazda	
=19	Rollinson/Ovens	Datsun	11		Ryan/McKewen	Torana	
22	Ryan/McKewen	Torana	13		Rollinson/Ovens	Datsun	
<u>Division 2</u>				<u>Results</u>			
2	Jewels/Best	Subaru	49	1	Jewels/Best	Subaru	79
3	Black/Payne	Mazda	54	4	Black/Payne	Mazda	99
4	Kabel/Kabel	Mazda	57	6	Kabel/Kabel	Mazda	104
5	Worthington/B Full	Mazda	58	7	Tapsall/Moir	Toyota	105
12	Tapsall/Moir	Toyota	77	12	Rollinson/Ovens	Datsun	122
16	Rollinson/Ovens	Datsun	86	=14	Worthington/B Fuller	Mazda	129
20	Ryan/McKewen	Torana	105	18	Ryan/McKewen	Torana	149
25	Stein/R Fullerton	Datsun	336	21	Stein/R Fullerton	Datsun	372

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Book Review

World Rallying 1, 168 pages, 400 black and white illustrations and 8 pages colour. Casebound with 4 colour laminated jacket.

Since the early fifties when motor racing really sprang into the limelight, it has been treated regally by the book publishing industry. Chief among the annuals is 'Automobile Year', a yearly feast of exciting photography, and now at last we have the rallying counterpart, "World Rallying 1" by photographer Hugh Bishop and long time works navigator, marathon organiser and author Martin Holmes.

Just a look at the chapter headings waters the mouth, "Abarth - Fiat and Lancia competition department", "Thoughts of Tony Pond", "Behind the iron curtain - Stassis Brundza's view", "Your car is only as good as its homologation", "Long distance rally driver. Andrew Cowan", "Meet co-driver Kivimaki", "World-Class Drivers", "1978 World Championship Rounds - reports and results" and "New cars in 1978".

Some super photographs really need commenting on, the Arrikella sequence on pages 28/29, Scater with one Chevette wheel ON the bank while the rear tyre tries to roll off the rim, the yumping on the 1000 Lakes has to be seen to be believed, and other aerial shots include Stratos and Golf in colour.

The most interesting interview is with Russian champion Brundza, I had no idea that Russian WINTER (!) events attracted entries of 120, he also has details of a fascinating Lithuanian event that entails teams of 3 cars all starting at the same time, and the time is taken from the last car to the finish, so if a car breaks down theres some damn hairy towing in the offering. He says that "If a man has this sport in his heart it is very difficult to get rid of it", which is why the daylight stages on the Lutwyche look like an old boys reunion. Brundza closes with "Rallying is my hobby, my love, everything".

I suppose its a book reviewers job to find fault, but apart from the fact that some of the photo's I've seen before in Autosport, and that the paper could be of better quality (but this would double the price to "Automobile Year" levels), I'm totally rapt, and I know you would be, in this Osprey publication.

World Rallying 1 can be obtained from Big Ed for \$14.50 (it retails for over \$18). See me at my shop The Booksmith, 690 Sherwood Rd, Sherwood between 10 - 6 -; or at the club, or at the start of Queensland rallies. (Ring 208 1721 A/H for further details).

If you're into books, on almost any subject from Aardvarks to Zymotics, then Big Ed can arrange you a pass to the premises of "Novalit Ltd", Newmarket, and this entitles you to 25% off the retail price from any one of their thousands of volumes. For further details contact me as per the above. (New titles include "Mini", "Jaguars in competition", "Racing Mechanics", "Racing BMW", "Pictorial story of Brooklands", "Dino", "Alfissimo", "Mercedes-Benz Roadsters", "Motorcycling", "The exotic motorcycle", plus hundreds on aircraft, armies, childrens etc ad infinitum).

Queensland Light Car Club

Kriticos Motors Rally 1979

To say that the club members I interviewed about this event were full of witty, informative, accurate and interesting information would be hyperbole of the highest order, however I append the following observations as a rough guide.

Chris Harbeck and Harry Bosboom survived all sorts of nasty things to finish their first rally. These two blokes have the splendid idea of alternating the driving/navigating between them, whereas usually the strong willed one becomes the driver, and the timid weak one, like Warren McKewen or Charlie Blake, becomes the navigator.

Geoff Smallman and John Hall put up a polished display to come second overall behind the Datsun of Mann/Henningsen. Well Geoff was polished, John was navigating without a map board - but he does have broad flat legs - with a pencil stub. John thought it was a good smooth event, his only grouse being that the instructions were printed too close together in the roadbook.

Rod Mackay was in Daryl Kellys old Torana and had Glen Law navigating for him. On the second yump Glen put his hands over his face in horror and the instructions commenced blowing around the inside of the car, with Glen snatching at pieces as they exited through the window.

Tony Hazeldine and Charlie Blake scored a DNF after losing their lights, Charlie was speechless when I asked him his comments on a dramatic night.

TIMS and I did two hectic controls with the Milners. At our first spot as we were 'nt on forestry property we were able to get a good fire going. The Marshalls homed onto this source of heat and cooked soup, filet mignon, strafed alaska and crumpets - and all in a jaffle iron, god help us if they ever come out hungry.

Every year the Kriticos Rally sets a standard at which other Novice/Clubman Rallies aim, this year was no exception, well done the Light Car Club.

Division 1 Section 2

= 2 Reynolds/McKewen	Torana
= 4 Smallman/Hall	Escort
Faltdt/Dean	Escort
Thomson/McNeil	Torana
Cross/Ambrose	Datsun
=10 Kabel/Kabel	Mazda
=20 Everson/McMahon	Datsun
=24 Hazeldine/Blake	Datsun
Skinner/Nissen	Cortin
=30 Morrison/Crawford	Capri
=32 Harvey/Burgin	Datsun
Somerville/Hannife	Escort
=40 Mackay/Law	Torana
=44 Friar/Hickey	Torana
48 Shirley/Shinn	Cortin
49 Harbeck/Bosboom	Cortin
51 Lowe/Reddiex	Citroe

Division 1 Section 6

= 1 Lowe/Reddiex	Citroe
= 4 Harvey/Burgin	Datsun
Reynolds/McKewen	Torana
Kabel/Kabel	Mazda
Mackay/Law	Torana

Division 1 Section 4

4 = 2 Smallman/Hall	Escort	3
5 Harvey/Burgin	Datsun	
Reynolds/McKewen	Torana	
Kabel/Kabel	Mazda	
Cross/Ambrose	Datsun	
6 Lowe/Reddiex	Citroe	
8 =19 Faltdt/Dean	Escort	4
9 Morrison/Crawford	Capri	
10 Thomson/McNeil	Torana	
11 Mackay/Low	Torana	
12 Friar/Hickey	Torana	
13 Shirley/Shinn	Cortin	
14 Everson/McMahon	Datsun	
15 Somerville/Hannife	Escort	
21 =12 Hazeldine/Blake	Datsun	5
22 Harbeck/Bosboom	Cortin	
25 Skinner/Nissen	Cortin	

= 4 Everson/McMahon	Datsun	2
2 Skinner/Nissen	Cortin	
=17 Smallman/Hall	Escort	3
Faltdt/Dean	Escort	
Thomson/McNeil	Torana	

=17 Morrison/Crawford	Capri	3	=17 Somerville/Hannifey	Escort	3
Cross/Ambrose	Datsun	45	Hazeldine/Blake	Datsun	5
Harbeck/Bosboom	Cortin	51	Shirley/Shinn	Cortin	13
Friar/Hickey	Torana				

Division 1 Section 8

= 2 Smallman/Hall	Escort	
Thomson/McNeil	Torana	
Harvey/Bergin	Datsun	
Reynolds/McKewen	Torana	
Kabel/Kabel	Mazda	
Cross/Ambrose	Datsun	
Harbeck/Bosboom	Cortin	
Everson/McMahon	Datsun	
Lowe/Reddiex	Citroe	
Skinner/Nissen	Cortin	
Somerville/Hannifey	Escort	
=30 Faldt/Dean	Escort	
Morrison/Crawford	Capri	
Mackay/Law	Torana	
Friar/Hickey	Torana	
Shirley/Shinn	Cortin	
=49 Hazeldine/Blake	Datsun	

Division 1 Section 12

= 1 Smallman/Hall	Escort	
Faldt/Dean	Escort	
Lowe/Reddiex	Citroe	
= 9 Hazeldine/Blake	Datsun	
Thomson/McNeil	Torana	
Morrison/Crawford	Capri	
Harvey/Bergin	Datsun	
Kabel/Kabel	Mazda	
Cross/Ambrose	Datsun	
=25 Everson/McMahon	Datsun	
Skinner/Nissen	Cortin	
Somerville/Hannifey	Escort	
=38 Harbeck/Bosboom	Cortin	
Mackay/Law	Torana	
=42 Friar/Hickey	Torana	
45 Shirley/Shinn	Cortin	

Division 2 Section 2

= 1 Lowe/Reddiex	Citroe	
= 4 Smallman/Hall	Escort	
Faldt/Dean	Escort	
= 6 Thomson/McNeil	Torana	
Kabel/Kabel	Mazda	
Cross/Ambrose	Datsun	
Everson/McMahon	Datsun	
=12 Mackay/Law	Torana	
=19 Hazeldine/Blake	Datsun	
=25 Harvey/Bergin	Datsun	
=29 Morrison/Crawford	Capri	
=34 Friar/Hickey	Torana	
=37 Somerville/Hannifey	Escort	
41 Skinner/Nissen	Cortin	
42 Shirley/Shinn	Cortin	
43 Harbeck/Bosboom	Cortin	

Division 2 Section 6

= 2 Harvey/Bergin	Datsun	
= 9 Smallman/Hall	Escort	
Faldt/Dean	Escort	
Thomson/McNeil	Torana	
Cross/Ambrose	Datsun	
=33 Mackay/Law	Torana	

Division 1 Section 10

1 = 2 Lowe/Reddiex	Citroe	3
= 4 Harvey/Bergin	Datsun	5
= 8 Smallman/Hall	Escort	5
Faldt/Dean	Escort	
Thomson/McNeil	Torana	
Kabel/Kabel	Mazda	
Everson/McMahon	Datsun	
Somerville/Hannifey	Escort	
=21 Morrison/Crawford	Capri	6
Cross/Ambrose	Datsun	
Harbeck/Bosboom	Cortin	
2 =30 Mackay/Law	Torana	7
=37 Hazeldine/Blake	Datsun	9
=43 Shirley/Shinn	Cortin	11
=46 Skinner/Nissen	Cortin	14
=48 Reynolds/McKewen	Torana	27
3 Friar/Hickey	Torana	

Division 1

2 = 3 Smallman/Hall	Escort	19
= 5 Thomson/McNeil	Torana	21
Cross/Ambrose	Datsun	
3 =10 Faldt/Dean	Escort	23
12 Everson/McMahon	Datsun	24
16 Harvey/Bergin	Datsun	27
=17 Morrison/Crawford	Capri	28
=22 Kabel/Kabel	Mazda	29
Somerville/Hannifey	Escort	
4 =29 Lowe/Reddiex	Citroe	35
32 Mackay/Law	Torana	37
=33 Hazeldine/Blake	Datsun	38
6 37 Harbeck/Bosboom	Cortin	45
40 Skinner/Nissen	Cortin	59
9 =41 Friar/Hickey	Torana	60
12		

Division 2 Section 4

2 1 Hazeldine/Blake	Datsun	6
3 2 Lowe/Reddiex	Citroe	7
= 3 Harvey/Bergin	Datsun	8
4 = 7 Smallman/Hall	Escort	9
Faldt/Dean	Escort	
Cross/Ambrose	Datsun	
=14 Thomson/McNeil	Torana	10
Morrison/Crawford	Capri	
Everson/McMahon	Datsun	
8 Skinner/Nissen	Cortin	
9 Somerville/Hannifey	Escort	
11 =27 Mackay/Law	Torana	11
12 =32 Friar/Hickey	Torana	12
16 Shirley/Shinn	Cortin	
20 =39 Harbeck/Bosboom	Cortin	16
47		

6 = 9 Everson/McMahon	Datsun	8
8 =18 Morrison/Crawford	Capri	9
=21 Somerville/Hannifey	Escort	10
=27 Harbeck/Bosboom	Cortin	11
Friar/Hickey	Torana	
15 =33 Lowe/Reddiex	Citroe	15

Division 2 Section 8

= 2	Smallman/Hall	Escort
	Falldt/Dean	Escort
	Harvey/Bergin	Datsun
=10	Cross/Ambrose	Datsun
	Mackay/Law	Torana
	Lowe/Reddiex	Citroe
=17	Thomson/McNeil	Torana
	Morrison/Crawford	Capri
	Everson/McMahon	Datsun
	Somerville/Hannifey	Escort
=29	Harbeck/Bosboom	Cortin
31	Shirley/Shinn	Cortin
38	Friar/Hickey	Torana

Division 2

3	3	Smallman/Hall	Escort	23
	= 5	Falldt/Dean	Escort	25
		Harvey/Bergin	Datsun	
4		Cross/Ambrose	Datsun	
	= 8	Thomson/McNeil	Torana	27
		Everson/McMahon	Datsun	
5	=11	Lowe/Reddiex	Citroe	28
	=21	Morrison/Crawford	Capri	34
	=23	Mackay/Law	Torana	35
	26	Somerville/Hannif	Escort	37
7	33	Friar/Hickey	Torana	54
8	36	Harbeck/Bosboom	Cortin	84
20	37	Shirley/Shinn	Cortin	169

Results

1st	Mann/Henningsen	Datsun	36	1st clubman
2nd	Geoff Smallman/John Hall	Escort	42	2nd clubman
5th	Rod Cross/Dave Ambrose	Mazda	46	3rd clubman
6th	Rex Falldt/Barbra Dean	Escort	48	
6th	Ann Thomson/Neil McNeil	Torana	48	
9th	Paul Everson/Peter McMahon	Datsun	51	
11th	Harvey/Burgin	Datsun	52	
16th	Morrison/Crawford	Capri	62	
18th	A Lowe/Jim Reddiex	Citroen	63	
21st	Glen Somerville/Rod Hanni	Escort	66	
25th	Rod Mackay/Glen Law	Torana	72	
33rd	Friar/Hickey	Torana	114	
35th	Chris Harbeck/Harry Bosboo	Cortina	129	

How to Recognise a Hire Car

Why are hire cars so popular? The reason seems to be that they have special features rarely found in private cars. For example.

- 1) They travel faster in all gears, especially reverse.
- 2) They accelerate at a phenomenal rate.
- 3) They enjoy a much shorter breaking distance.
- 4) They have a much tighter turning circle.
- 5) They can take bumps at twice the speed of private cars.
- 6) Battery, water, oil and tyre pressures do not need to be checked nearly so often.
- 7) The floor is shaped just like an ashtray.
- 8) There is no limitation on the petrol they use.
- 9) They do not require to be garaged at night.
- 10) Can be driven for up to 100 miles with the oil warning light flashing.
- 11) They need cleaning less often, especially inside.
- 12) The suspension is reinforced to allow carriage of concrete slabs and other heavy building materials.
- 13) They are adapted to allow reverse gear to be engaged whilst the car is still moving forwards.
- 14) The tyre walls are designed to allow bumping into, and over, kerbstones.
- 15) Unusual and alarming engine noises are easily eliminated by the adjustment of the fitted radio volume control.
- 16) No security is needed. They may be left anywhere, unlocked, with the keys in the ignition.
- 17) They are built just to tow boats and caravans.
- 18) The paint work never needs washing or polishing.

Big Ed's Column

The Dark Blue Syndrome

Strange forces control mans behavioral pattern. From the day when the first caveman discovered that mammoth bone marrow just lifted the grease off of stone plates, to the arrival of Haydn Sargeants garden, our destiny has been shaped by the strange patterns our thoughts weave.

Of course this holds true for animals the world over, the Lemmings of Scandinavia and the Lamingtons of Woollongong maintain a balance of existence by instinct and experience.

So what in our dim and distant past, what experience to our sub-human Drummondaryan predecessors, makes us paint things dark blue before we take them to the dump?

My wife first drew my attention to this phenomina, one day when she was returning from the dump with our dinner (A barely licked clean chicken carcass with solidified custard). She came in, threw the carcass on the table, licked the soles of her boots clean, coughed up a bronchial tube and said "Are, why bleedin 'ell jew people paint fings blue before they chuck 'em away?".

The next evening, as the first owl was coughing over Woodridge, I put some foil wrapped turnip peelings into a slow dung fire, and joined her on a foray.

Like maggots crawling over a Lebanese dinner, cold, fever wracked bodies converged on the Browns Plains dump. As the marsh gas writhed across the mounds of odour, dim, guttural shapes flittered in and out of my vision like the inhabitants of a nightmare. Occasionally shrill cackles and shouts of triumph would signify the discovery of a choice dog carcass, or mould rimmed soup can lid from one of the big houses at Daisy Hill. Being a 'regular' at the dump, my wife Juanita - her single tooth reflecting the light of a bloated red moon - picked her way cautiously through the corpse of long dead Holdens, Fords and Hispano Suiza's. "Jew notiss anyfink" she asked, a gleam of triumph broke through her eye patches, "Thaze all painted blue!", and so there were, usually in Woollies household but occasionally in British. The cars were stacked end to end and almost all of them had a recumbent metho drinker within. It was a great day when the 'Woodridge Hilton' opened. Suddenly a lock broke, the door of an FC swung open and the bloated figure of an inmate slid out to lie in the remains of a Vesta Egg Foo Yong. His limbs moved meaninglessly as he sang "They tried to sell us Egg Foo Yong". Through the mist came the enormous leather jerkinied figure of the turnkey, he picked up the body, shouted "Its not egg, its not young, but its certainly foo" in its face, then slung it back into the car. Juanita turned to me and passed a note (A trick she can never do sober), she said "S'wonderfull room service yer gets in the Woodridge Hilton".

A Holden Ute butted its way into the centre of the dump, from the passenger window a snarling, toothless figure of indeterminate sex wielded an iron bar trying to stem the flood of starving figures surrounding them. Before a minute had passed the Ute was devoid of wheels and engine, but strangely their load hadnt been touched. We clambered over the tailboard and there was the final proof, a sideboard and two kitchen chairs - both painted dark blue.

So you people who observe things, everytime you see something hand painted in dark blue, you can say to yourself "Thats off to the dump".

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Championship Positions

Off Road

= 1	George Croucher	25
	Guenther Schmied	25
= 3	Col Wilton	24
	Mick Norris	24
= 5	Cedric Loy	19
	Dave Chadwick	19
7	Ian Baker	14
= 8	Greg Chalk	13
	Max Castles	13
	Al Guidotti	13
=11	Kev White	11
	Warren Blackbourne	11
	Tom Poots	11
=14	Pat McCreery	10
	Nev Taylor	10
	Nev Hamlin	10
=17	Debbie Chadwick	9
	Geoff Loy	9
=19	Mark/Bruce or Annette Taylor	8
	Chris Ashford	8
21	Gary Moedt	7
=22	Desley/Mick/Mitch/Pat Collins	6
	" " " " Collins	6
	John McPherson	6
=25	Peter Ford	5
	Greg Osborne	5
	Carolyn Todd	5
=28	Brian Mannion	4
	David Farley	4
=30	Owen Patterson	3
	Wayne Kent	3
	Gary Wolfe	3
33	Heather Graham	1

Queensland Rally Championship

1	Wayne Black	10
2	Tony Jewels	9
	Ray Vendersee	9
= 4	Ian Ogilvie	7
= 5	Adrian Taylor	6
	Len Solomon	6

Night Runs

= 1	Tony Best	30	=19	Rod Bailey	8
	Charlie Blake	30		Shelly Brennan	8
= 3	John Blake	28	=22	Steve Errey	4
4	Garry Kabel	24			
= 5	Warren Tegg	21			
	Dale Payne	21			
	Carol Howard	21			
	Chris Harbeck	21			
	Harry Bosboom	21			
LA	Pat Everson	22			
=11	Peter McMahon	18			
	Kerry Payne	18			
	Allan McConnell	18			
14	Steve Bynon	16			
15	Chris Barwise	14			
16	Neal Smith	14			
=17	Ian Goldsworth	9			
	Greg Hodder	9			
=19	Errol Bailey	8			

Rallies

1	Dave Ambrose	12
= 2	Laurie Garth	11
	Ian Nicholson	11
	Gerry Reynolds	11
	Warren McKewen	11
	Russell Worthington	11
	Bruce Fullerton	11
= 8	Keith Tapsall	10
	Ross Moir	10
=10	Glen Somerville	9
	Rod Hannifey	9
	Wayne Black	9
	Dale Payne	9
=14	Barry/Kevin Harvey	8
	Russell Carter	8
	Coral Fritter	8
	Norm Fritter	8
=18	Peter Phillips	7
	Russell Fullerton	7
=20	Keith Morrison	5
	Terry Crawford	5
=21	Jeff Beeston	4
	Brian Day	4
=23	Ian Friar	3
	Wayne Hickey	3
=25	Graeme Adair	2
	Pauline Ivey	2

Queensland Motorkhana Championship

= 1	Greg Wolski	56
	Phil Griffin	56
3	Kev McCloy	38
4	Peter McCloy	31
5	Alan Mayne	29
6	Ian Fink	26
7	Lee Drummond	25
8	Andy Burgess	23
9	Sue Mayne	16
10	Alan Ransome	15

Motorkhana Championship

1	Ian Fink	20
2	Colin Powell	18
3	Tony Hazeldine	14
=4	John Payne	11
5	Hank Kabel	11
=6	Peter Marshall	10
	Simon Kabel	10
8	Mark Taylor	9
9	Chris Harbeck	8
10	Ralph French	7
=11	Tony Walker	6
	Phillip Stephan	6
13	Tony Kabel	5
=14	Brian Day	4
	Noelle Heales	4
=16	Wendy Marshall	3
	Steve Donoghue	3
=18	Gary Kabel	2
	Warren Tegg	2
	Steve Errey	2

Brisbane Sporting Car Club

Denver Car Products Autocross

July 8th 1979

We had a good congregation of the faithful for the running of our annual winter autocross. Thirty five hopefuls in 5 classes faced the flag, drawn from right across the Off Roding - rallying - motorkhanering and drinking sectors of the club, a nice occasion when all the different interests of the club actually join together, why not have an autumn one too ? (although I'm not volunteering to run it).

Big excitement of the day was when young Mike Collins rolled Pat Collins buggy over, however we understand that this poor car spends so much time upside down, that the fuel delivery system from a Pitts Special aerobatic aircraft has been fitted.

The hard luck story of the day happened to Graeme Adair, he'd made every effort to win Class A, even to having his haircut, but when challenging strongly for the lead, one of his Mokes constant velocity joints expired and left Alan McConnell to secure a convincing class win.

Garry La Budda was sharing Donny Milners Cortina GT, and actually had the temerity to beat Donny to third in class.

Ian Fink easily cleaned up class B, it must be his new silver rimmed "Deutschland" sticker on the petrol cap.

Lee Drummond, no doubt excited by the thought of his imminent 13th birthday, lost out on Class C to the dramatically improved Gold Power Col Powell.

Harry Bosboom wrestled mightily with his big Falcon to win Class D, he was aided somewhat by the demise of his rivals after two runs, but at that time he was 11.3 seconds in the lead anyway.

The Ladies class suffered from a scarcity of entries (2). Noelle Heales collected a flag too many and left the class to Desley Collins.

Lots of talent in the specials class, and fastest of all was the well developed buggy of overall winner TOM POOTS, he finished 3½ seconds ahead of Steve Blackburn. Having bags of power and the wherewithal to put it on the ground, the buggys fairly exploded down the straights, but the day when they actually get one that handles we'll really see something. (How about having panniers half full of water the length of the car, then they'll provide added grip to the back wheels under acceleration, and when the anchors are on, the fronts will grip and prevent the chronic understeer syndrome - this is a Booksmith patent idea effective throughout Polynesia, Melanesia, Micronesia and amnesia.)

Full (and we're not kidding) results summary

Run 1

1	Tom Poots	E	75.9	13	Graeme Adair	A	84.5
2	Bob Baird	E	76.3	14	Mark Forster	B	84.7
3	Steve Blackburn	E	77.7	15	Garry La Budda	B	85.5
4	Pat Collins	E	79.1	16	Don Milner	B	86.5
5	Paul Watkinson	E	79.2	17	Graham Neville	E	87.1
6	Michael Collins	E	79.3	18	Noelle Heales	L	87.3
7	Keith McConnell	E	80.6	19	Nev Taylor	E	88.3
8	Ian Fink	B	82.0	=20	Lindsay Sutherland	A	88.3
9	Glen Carpenter	E	82.4		Phil Stephan	B	89.1
10	Kev White	E	82.8	22	Gary Tait	B	89.7
11	Alan McConnell	A	83.1	23	Trevor Garbett	B	90.3
12	Neil Swaysland	B	83.2	=24	Bob McNicol	D	90.3

=24	Desley Collins	L	90.8	31	Lee Drummond	C	93.3
26	Colin Powell	C	91.7	32	Tony Hazeldine	C	95.0
27	Alan Wheelley	E	92.3	33	Tony Walker	C	95.2
28	Richard Davis	A	92.4	34	Brett Beech	D	96.4
29	Clarry Harrison	B	92.7	35	Ian Both	A	99.6
30	Harry Bosboom	D	92.9				

Run 2

1	Tom Poots	E	75.3
2	Steve Blackburn	E	76.3
3	Bob Baird	E	77.0
4	Paul Watkinson	E	79.1
5	Pat Collins	E	80.4
6	Ian Fink	B	81.0
7	Glen Carpenter	E	81.3
8	Lee Drummond	C	81.7
9	Neil Swaysland	C	83.3
10	Graeme Adair	A	83.8
11	Gary La Budda	B	83.9
12	Mark Forster	B	84.0
13	Harry Bosboom	D	84.2
14	Don Milner	B	84.4
15	Colin Powell	C	84.5
16	Phil Stephan	B	85.7
17	Trevor Garbett	B	86.4
18	Kev White	E	87.2
19	Ian Both	A	87.4
20	Alan McConnell	A	88.0
21	Clarry Harrison	B	88.2
22	Richard Davis	A	88.5
23	Tony Hazeldine	B	88.8
24	Gary Tait	B	89.5
25	Lindsay Sutherland	A	90.2
26	Nev Taylor	E	92.7
27	Desley Collins	E	93.5
28	Tony Walker	C	94.8
29	Noelle Heales	L	97.3
30	Bob McNicol	D	97.6
31	Brett Beech	D	105.5
32	Graham Neville	E	109.6

Positions after 2 runs

1	Tom Poots	E	151.2
2	Bob Baird	E	153.3
3	Steve Blackburn	E	154.0
4	Paul Watkinson	E	158.3
5	Pat Collins	E	159.5
6	Ian Fink	B	163.0
7	Glen Carpenter	E	163.7
8	Neil Swaysland	B	166.5
9	Graeme Adair	A	168.2
10	Mark Forster	B	168.7
11	Gary La Budda	B	169.4
12	Kev White	E	170.0
13	Don Milner	B	170.9
14	Alan McConnell	A	171.1
15	Phillip Stephan	B	173.9
16	Lee Drummond	C	175.0
17	Colin Powell	C	176.2
18	Trevor Garbett	B	176.7
19	Harry Bosboom	D	177.1
20	Lindsay Sutherland	A	178.4
21	Gary Tait	B	179.1
22	Nev Taylor	E	180.7
=23	Richard Davis	A	180.9
	Clarry Harrison	B	180.9
25	Tony Hazeldine	B	183.8
26	Desley Collins	L	184.3
27	Noelle Heales	L	184.8
28	Ian Both	A	187.0
29	Bob McNicol	D	188.4
30	Tony Walker	C	190.0
31	Graham Neville	E	197.0
32	Brett Beech	D	201.9

Round 3

1	Tom Poots	E	76.6
2	Paul Watkinson	E	77.9
3	Steve Blackburn	E	78.1
4	Bob Baird	E	78.6
5	Keith McConnell	E	80.9
6	Pat Collins	E	81.0
7	Ian Fink	B	81.5
8	Alan McConnell	A	82.3
9	Graeme Adair	A	82.9
10	Harry Bosboom	D	83.0
11	Colin Powell	C	83.3
12	Lee Drummond	C	83.4
13	Trevor Garbett	B	83.8
14	Mark Forster	B	84.0
15	Gary La Budda	B	84.2

16	Graham Neville	E	84.5
17	Richard Davis	A	84.8
=18	Phil Stephan	B	85.2
	Glen Carpenter	E	85.2
20	Neil Swaysland	E	85.4
21	Nev Taylor	E	85.5
22	Don Milner	B	85.9
23	Ian Both	A	86.9
24	Lindsay Sutherland	A	88.9
25	Alan Wheelley	E	90.0
26	Noelle Heales	L	91.0
27	Tony Walker	C	91.5
28	Desley Collins	L	92.1
29	Kev White	E	96.0
30	Michael Collins	E	97.7

Positions after 3 runs

1	Tom Poots	E	227.8
2	Bob Baird	E	231.9
3	Steve Blackburn	E	232.1
4	Paul Watkinson	E	236.2
5	Pat Collins	E	240.5
6	Ian Fink	B	244.5

7	Glen Carpenter	E	248.9
8	Graeme Adair	A	251.1
9	Neil Swaysland	B	251.9
10	Mark Forster	B	252.7
11	Alan McConnell	A	253.4
12	Gary La Budda	B	253.6

13	Don Milner	B	256.8	21	Nev Taylor	E	266.2
14	Lee Drummond	C	258.4	22	Lindsay Sutherland	A	267.3
15	Phil Stephan	B	259.1	23	Ian Both	A	273.9
16	Colin Powell	C	259.5	24	Noelle Heales	L	275.8
17	Harry Bosboom	D	260.1	25	Desley Collins	L	276.4
18	Trevor Garbett	B	260.5	=26	Tony Walker	C	281.5
19	Richard Davis	A	265.7		Graham Neville	E	281.5
20	Kev White	E	266.0				

Run 4

1	Steve Blackburn	E	76.3	1	Tom Poots	E	304.9
2	Tom Poots	E	77.1	2	Steve Blackburn	E	308.4
= 3	Michael Collins	E	78.5	3	Bob Baird	E	310.4
	Bob Baird	E	78.5	4	Paul Watkinson	E	320.2
5	Glen Carpenter	E	80.6	5	Pat Collins	E	321.5
6	Pat Collins	E	81.0	6	Glen Carpenter	E	329.5
7	Alan McConnell	A	81.2	7	Ian Fink	B	331.5
8	Mark Forster	B	83.4	8	Alan McConnell	A	334.6
9	Nev Taylor	E	83.6	9	Mark Forster	B	336.1
10	Trevor Garbett	B	83.8	10	Gary La Budda	B	337.9
11	Paul Watkinson	E	84.0	11	Neil Swaysland	B	338.4
12	Colin Powell	C	84.1	12	Don Milner	B	342.4
13	Phil Stephan	B	84.2	13	Phil Stephan	B	343.3
14	Gary La Budda	B	84.3	14	Colin Powell	C	343.6
15	Richard Davis	A	84.8	15	Trevor Garbett	B	344.3
16	Ian Both	A	85.5	16	Lee Drummond	C	345.2
17	Don Milner	B	85.6	17	Nev Taylor	E	349.8
18	Neil Swaysland	B	86.5	18	Richard Davis	A	350.5
19	Lee Drummond	C	86.8	19	Lindsay Sutherland	A	357.2
20	Ian Fink	B	87.0	20	Ian Both	A	359.4
21	Lindsay Sutherland	A	89.9	=21	Graeme Adair	A	364.0
22	Alan Wheeley	E	90.4		Michael Collins	E	364.0
23	Desley Collins	L	90.9	23	Desley Collins	L	367.3
24	Noelle Heales	L	94.9	24	Noelle Heales	L	370.7
25	Tony Walker	C	97.0	25	Harry Bosboom	D	371.5
26	Graham Neville	E	98.5	26	Tony Walker	C	378.5
27	Harry Bosboom	D	101.4	27	Graham Neville	E	380.0
				28	Keith McConnell	E	382.7
				29	Alan Wheeley	E	392.7

Fastest Laps

1	Tom Poots	E	75.3	19	Trevor Garbett	B	83.8
= 2	Steve Blackburn	E	76.3	20	Gary La Budda	B	83.9
	Bob Baird	E	76.3	21	Phil Stephan	B	84.2
4	Paul Watkinson	E	77.9	22	Don Milner	B	84.4
5	Michael Collins	E	78.5	23	Graham Neville	E	84.5
6	Pat Collins	E	79.1	24	Richard Davis	A	84.8
= 7	Glen Carpenter	E	80.6	25	Ian Both	A	85.5
	Keith McConnell	E	80.6	26	Noelle Heales	L	87.5
9	Ian Fink	B	82.0	=27	Lindsay Sutherland	A	88.2
10	Alan McConnell	A	81.2		Clarry Harrison	B	88.2
11	Lee Drummond	C	81.7	29	Tony Hazeldine	B	88.8
12	Kev White	E	82.8	30	Gary Tait	B	89.5
13	Graeme Adair	A	82.9	31	Alan Wheeley	E	90.0
14	Harry Bosboom	D	83.0	=32	Bob McNicol	D	90.8
15	Neil Swaysland	B	83.2		Desley Collins	L	90.8
16	Colin Powell	C	83.3	34	Tony Walker	C	91.5
17	Mark Foster	B	83.4	35	Brett Beech	D	96.4
18	Nev Taylor	E	83.6				

Another splendid event organised by the Speed event sub-committee with Neil Howard doing a fine show on vocals, thank you one and all.

MEMBERSHIP RECORD BROKEN!

Membership for the year now stands at 321, so we have already broken the previous record of 315 set in 1977. A warm welcome is extended to the 13 people who joined the club during the last month:

Peter Eagten	Upper Mt Gravatt
Stephen Barbe	Bambour
Brian Bellairs	Lawnton
Michael Deakes	Corinda
Geoff Deih	Brookfield
Stephen Flux	Aundah
Mark Forster	Millmere
Clarrie Harrison	Loganlea
Tim McMahon	Glen Innes NSW
Paul Swenson	Sunnybank
Gary Tait	Mt Gravatt
Lesleigh Wagner	Inoggera
Ron Wilson	Albany Creek

BATHURST BUS TRIP

Ace Driving School has a tour coach leaving for Bathurst on Friday 28th September at 6.30 pm, and a number of seats are still available. The coach will be at the circuit for the full race, leaving after the finish and arriving at Brisbane around 12.30 on the Monday. The cost of the trip is \$30, full catering and tent hire is available for an optional \$20 extra, and entry to the circuit is additional.

For further details contact Ron or David at Ace Driving School on 391 6111.

SUPP REGS FOR CLOSED EVENTS

To save on postage costs, supp regs for closed events will no longer be posted automatically to club members. Supp regs will be available from the Club Secretary on Wednesday nights at the clubrooms, or from the Director and Event Secretary of each particular event.

Supp regs are now available for the 19 August off-road event.

SCRUTINEERS

A Scrutineering Advisory Committee was recently established by CAMS and among their duties will be approving, grading and training of scrutineers. It is envisaged that only those persons who have been graded and approved will be able to act as scrutineers. Would those club members who are interested in acting as scrutineers please provide the Club Captain with their name, address, phone numbers, and a brief outline of experience, so that a list may be collated and forwarded to CAMS.

COMPETITION NUMBERS IN RALLIES

Rally competitors are reminded that competition numbers are to be removed or covered immediately an event is concluded.

Effective immediately, directors are required to include a reminder to this effect in the route instructions (i.e. at the start of the final stage of transport.)

The Brisbane Sporting Car Club

and the Repco Round Australia Trial

With the current climate of ever increasing fuel costs and shortages, this event could well be the last great motoring adventure we shall see, that is until we get into 200km endurance events for electric cars.

The club is well represented on this event, up the sharp end we have one of the worlds most accomplished endurance drivers, who has as his driver the worlds most accomplished endurance driver, and at the other extreme we have an experienced Round Australia competitor, who is tackling the event in the same type of car that he used in 1970.

The whole of Nambour has helped JIM DONOGHUE with the sponsorship of his turbo-charged Toyota Celica. The car was donated by Bailey and Grace of Nambour who are the towns Mercedes, Volvo and Toyota agents. Jim got into the event because he's a glutton for punishment ! after a world tour by Volvo 4WD taking in South Africa - Europe - Scandinavia - India he read of the event in Darwin shortly after his return. "This" he thought "is for me". He is partnered by David Grace from Nambour and Terry Morris from Southport. In the service Toyota Land-cruiser are Ray and John who are going to be available complete with 40 tyres plus parts. Running at 22lbs boost the 1600cc Celica develops 225bhp, but on the event they will be using 14/15lbs pressure for only short bursts. The car has been fitted with Bilsteins, limited slip diff, rally seats and an office cum bed in the rear. Currently 2 blokes are working day and night getting everything together for the big day.

On the 1970 Round Australia Trial NORM FRITTER was 20th in a Datsun 1600. Nine years later he has joined by his daughter Coral, and Northern Districts member, and ex-RAAF officer Don Kelly in another Datsun 1600 but this time it has an 1800cc engine fitted WITH ~~with~~ Weber's etc. Most of the money for the event is coming out of their pockets and the cost is estimated at 6/7000 dollars. Three thousand of this is fuel that will be consumed by the Datsun and the service vehicle. On board the service wagon they have not only Don and Tony, 12 spare wheels but also what sounded like a spare Datsun reduced to its component parts. They intend to use Bridgestone tyres on the dirt and Michelins for the rare bit of bitumen. Norman at least has a considerable edge over a lot of people in his previous experience, and in two weeks of hard going anything can happen.

The original sponsors ideas for JIM REDDIE and the Citroen team to do the event involved running 4 cars, crewed by just about every famous name, past and present, in Australian rallying. However, after Jim had imported 6 fuel injected CX2400's, standard cars built with strict quality control to Grande Export specification, and given a 500 km test by the factory before shipping, the sponsor withdrew, leaving Jim with five cars that cannot be sold as they do not comply with the ADR emission requirements. Testing the cars will cost \$8 - 10,000. Its not all a case of picking up the sickness tablets and jumping in ! Indeed on the last London - Sydney he had 14 men working on the 4 team cars right up to the time they were driven to Perth for shipping. On that event, when Jim was team leader and just about everything else, he had to sort out such problems as there being no tyres in Teheran, peoples accommodation troubles, and he used to find that actually crossing the world in the Citroen was a rest.

So we can feel pleased indeed that Jim has taken the plunge again, and self sponsored himself to enter the event with Andrew Cowan and Jeff Beaumont. Their car is the one CX2400 GTI that had been prepared before the original sponsor backed out. After reading all sorts of unlikely tales about how Mercedes had inveigled Andrew Cowan away to drive on the London - Sydney at harvest time, I asked Jim what his special persuasion

had been to get Andrew to accompany him. Jim laughed at the idea of him providing another farmer to take Andrews harvest in, he reckons that now Andrew has taken over the family concern he is not short of help. Jim was quite estacic with the prospect of driving with someone so talented who likes to get right to the front of the field from the word go.

One thing Jim did say is that politically it couldn't be on at a worse time, although amidst a wealth of conflicting statistics (There are lies, there are damn lies, and there are statistics) it has been mooted that the event will use only 25% of the fuel used on one weekends leisure pursuits in Sydney Harbour. Jim thinks that future marathon events will fewer but more exotic.

For the Repco Jim has a Ford F400 service wagon with a crew of 3. The tyres he will use are a Dunlop design made in Japan originally created for the East African Safari. When I left Jim, I saw the Repco car all ready and waiting in the workshop car park, and they were just waiting for Andrew to arrive for a fitting. If having won almost every long distance event counts as an advantage, then Reddix/Cowan/Beaumont could well eat all the manufacturers teams.

When first faced with the idea, Ford were reluctant to let JOE RICHARDSON have an XD Falcon for the event, however his drive and professionalism won them over, so that Joe has, at the time of writing, the only one on the event. In his team he has the current Queensland Champion Navigator, and club bete noir, Bruce Fullerton and Alan Daniels. As well as having the car voted by Bruce as the "Best piece of preparation I've ever seen", Joes two man service crew will be travelling in style in a Beechcraft Baron, this will be in radio contact with the car and the Wacol base of J & P Richardson Electrical Contractors, who are sponsoring the car. Inside the car the console has been removed to make a triangular seating arrangement, and to date 1600 hours has been lavished on the wars preparation. After the event doubtless Bruce will be writing a full report on his adventures (Nudge, nudge).

So thats the Brisbane Sporting Car Club part of the entry, we wish them all the very best of luck and we'll see them at the finish.

Forthcoming Event

Iron Man Contest. 27/28/29 July

For those of you who are new to this event, it consists of a night run on Friday 27th, a sprint at Lakeside on Saturday and a motor-khana near the track also on Saturday. On Sunday there is a hillclimb at Mount Cotton to complete the weekend. The night run is organised by M G Car Club and begins at their clubrooms in Wickham Street at approx 7.30 pm. The sprint at Lakeside will begin about 10 o'clock and although Q.M.S.C. in their infinite (or stupid) wisdom failed to invite BSOC, on Saturday, it is still possible to complete by paying a capitation fee on the day of \$3.50.

The hillclimb on Sunday is conducted with the usual M G Applomb and should begin at 8.30 with scrutineering. Competitors only require a roadworthy vehicle, crash helmet and fire extinguisher, both CAMS approved, to compete. It is a fairly cheap and exciting weekend of motor sport.

For further information - Lee Drummond (A/H) 398 7163

One Man Cars - Jim Reddiex

Jim started driving in a £90 1929 Whippet 96A, this was a 20hp Big Four sold with "Finger tip control". This ultra modern piece of design had a horn button that worked in four planes, Up to start the car, Down for horn, Left for headlights and Right for parkers. On its wooden spoke wheels it was quite quick, and when Willys bought out the Jeep the engine was very similar.

This was traded in on a big 1941 De Soto which had been used as an army taxi. Jim stripped it down and spent 14 months rebuilding the whole thing. He did 7000 miles in it but traded it in as it was characterless. While the De Soto was off the road Jim had a Matchless motorbike and sidecar, and then a £20 1927 Whippet Ute which provided transport for 6 or 7 months.

The De Soto was replaced by a 1932 Ford Tourer and then came Jim's first Citroen, a two year old traction avanté Big 15, the type much favoured by the gendarmes and as much a part of France as Gitanes, Camembert and Edith Piaf. This was the most enjoyable car Jim ever had, it was a 'wash and clean' car as opposed to a 'get out and get under' model. Whilst he was hopping in and going with the Big 15 he restored a 1940 Willys Roadster. This was an 'exaggerated sleek' car. It was painted red, given a new hood and sold.

Jim took over Maxim Motors in 1961 and the Big 15 went for £550. It was replaced by his last private car, £130 worth of Renault Fregate. This was very strong but had a gearchange still set up for left hand drive, still Jim covered 30,000 miles in it and seems to have recovered.

Then we entered the era of using what was available, another traction avanté, then one of the first DS's, converted from hydraulic to manual gearchange and one of the first Subarus in Australia. At one time Maxim Motors were set to take over the dealership for the latter, and Jim had many meetings with inscrutable orientals who kept asking him the same questions, in the end they had reams of paper filled out and gave the franchise to somebody else. Jim didn't look too disappointed. Jim's wife was then given one of the last 1015cc GS's, this had been lying around the shop for 10 months and was in a somewhat cannibalised state, they reconstructed it, registered it but lacked the nerve to sell it as a 'new' car so Jim took it home with him.

I asked Jim why for the last 25 years Citroen had been so advanced, and a potential nightmare for the D.I.Y. inclined owner. Up until about 1971 Citroen had been run almost exclusively by engineers, they turned out a good product but they had no real firm marketing concept, in the early seventies though, as Jim put it, "The tree was shaken" and as people tumbled out they were replaced by others until they too slipped - it all sounded very entertaining.

Finally I spoke to Jim about the exotic Citroen - Maserati, the only fruit of a strange liaison. He says it would potter round town at up to 2000 revs, die a death between 2 - 4000 then when it got onto cam zoom ahead. But with Maserati making 40 engines a week and Citroen selling 27 cars something had to give, and it did!

Short Notes... The Holden Precision Driving Team are producing something new for the Ekka, next month (with a bit of luck) we should have a report on a day with the team. Neil Taylor scored a third outright and first in class on the recent Ipswich West Moreton economy run. His Datsun 1200 doing 47.5mpg. The 'Beer and sausage' night was a great success, Wendy Marshall providing many types of sausage and lots of different beer - we've discovered 'Carlton Lager' for which we're grateful. Don't miss Chris Harbeck's closed Motorkhana at Donaldson Road, Rocklea on Sunday 5th August starting at midday - fun for all.

1979 OFFICE BEARERS

Phone Number
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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 at the corner of Reid and Hawthorne Streets at Woolloongabba, and are open every Wednesday from 8.00 pm 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 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

COMING EVENTS

Wed 18 Jul Off Road night at the clubrooms.

Sun 22 Jul Lakeside Races (ATCC 7)

Wed 25 Jul Night Run by Jeff Tremain & Kerry Payne

Fri 27 Jul)

Sat 28 Jul) Iron Man Weekend

Sun 29 Jul)

Wed 1 Aug Wine tasting night: German vintage wines

Sat 4 Aug DDSOC Open Rally (QRC 3)

Sun 5 Aug Closed motorkhana organised by Chris Harbeck

Tue 7 Aug Committee meeting

Wed 8 Aug Bingo night at the clubrooms

Sat 11 Aug August Magazine closes. Late items to Pete Smith,
15 Laurel Street, Woodridge 4114

Sun 12 Aug RCCQ Open Motorkhana (QMC 5)

Wed 15 Aug Off Road night at the clubrooms
August Magazine publication date

Sun 19 Aug Closed off-road event organised by Dave Chadwick

Wed 22 Aug Night run organised by Glen Somerville & Paul Cadell

Sun 26 Aug Surfers Paradise races (ASSC 7)

Wed 29 Aug General Meeting at the clubrooms starting at 8.00 pm

Sat 1 Sep CQMSC open rally

Sun 2 Sep MGCC closed hillclimb, BSOC invited

Tue 4 Sep Committee meeting

Wed 5 Sep Feature film night at the clubrooms

Sun 9 Sep Day run, motorkhana and barbecue

Wed 12 Sep Open night at the clubrooms

Sat 15 Sep September Magazine closes. Late items to Pete Smith,
15 Laurel Street, Woodridge 4114

Sun 16 Sep HTCC Interclub Motorkhana

Wed 19 Sep Off Road night at the clubrooms
September Magazine publication date

Sat 22 Sep BSOC Yokahama Warana Rally (QRC 4)

Wed 26 Sep Night run organised by Charlie Blake & John Blake

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