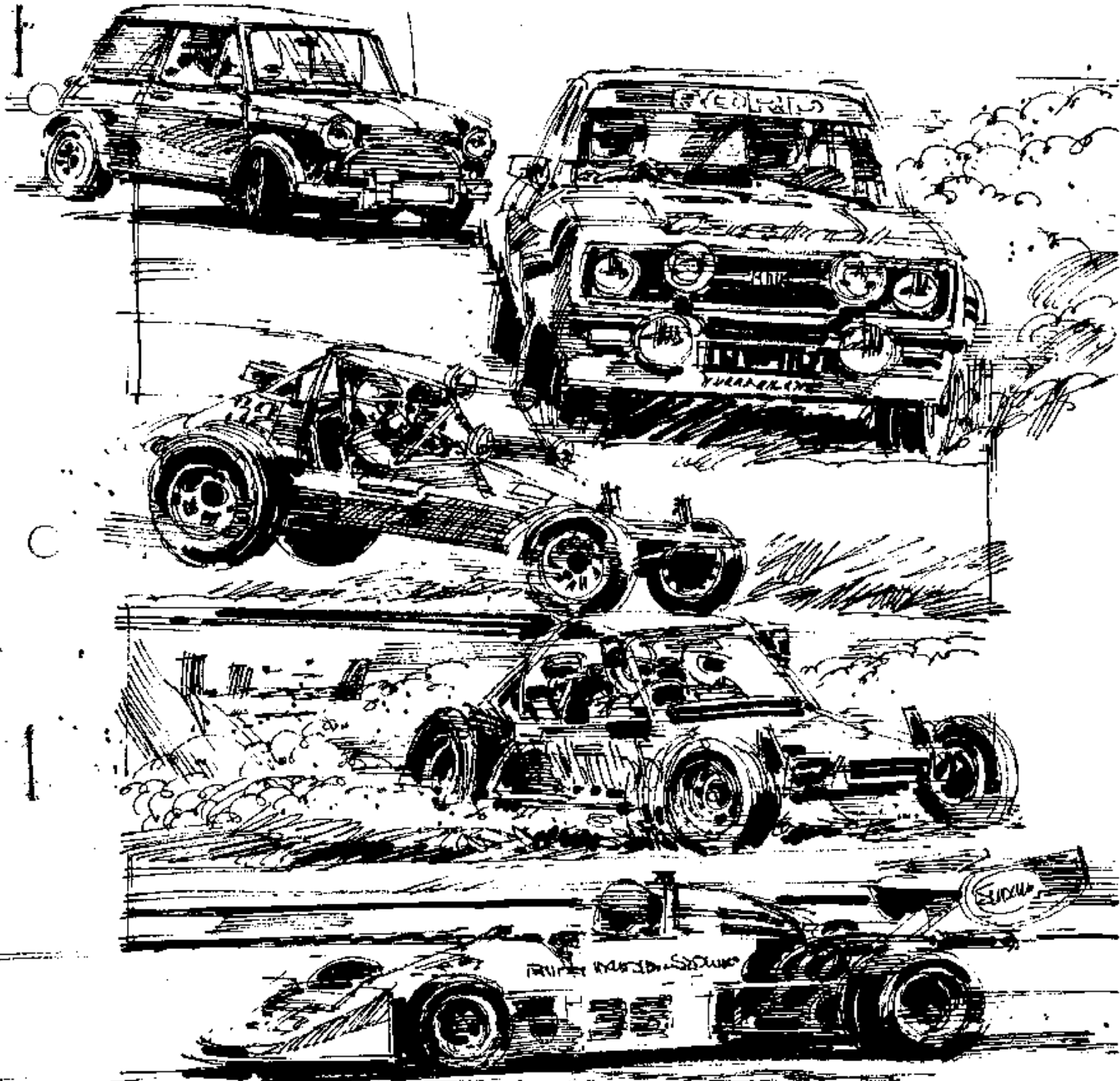




BRISBANE SPORTING CAR CLUB MAGAZINE

Registered for posting as a publication — Category B

AUG 1979



We only sell winners to winners

GREAT

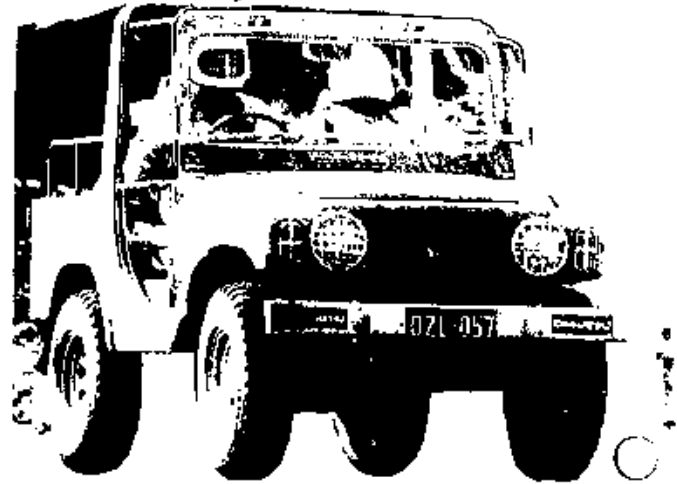
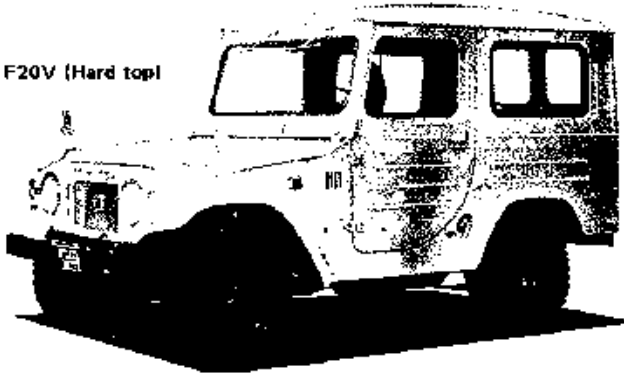


VALUE

Whether its a Daihatsu F20, Landrover, Toyota, Nissan, Jeep etc. (even the occasional Suzuki) for the family 4WD, or the businessmen 2-ton commercial. Take a rally winning test drive now in our F20 or try any of our large range of 4WD's or light commercials.

NEW AND USED 4 and 6 WHEEL DRIVES

F20V (Hard top)



We can offer...

FULL WORKSHOP FACILITIES

ACCOMPANIED BY —

NEW AND USED 4x4 SPARE PARTS

Multidrive Pty. Ltd.

726 IPSWICH ROAD, ANNERLEY 4103

P.O. BOX 53, BRISBANE MARKETS 4106

TELEPHONE 48 8822

A/H. 399 4780 or 372 2723

Fred Thompson Insurances

BUSINESS 371 4977

RESIDENCE 285 2007

— CAN HELP YOU WITH —

- ★ PERSONAL LIFE ASSURANCE PROGRAMMES
- ★ PERSONAL & COMPANY SUPERANNUATION
- ★ HOUSE & CONTENTS
- ★ MOST TYPES OF INSURANCE

*Please Phone For Appointment
Advice Given Without Obligation*

1979 OFFICE BEARERS

		Phone Number	
		Home	Work

Patron .. Minister for Defence, Hon.	D.J. Killen			
PRESIDENT	Garry Connelly	341 3961	221 6899	
VICE PRESIDENT	Allan Lawson	44 5848	44 5848	
HON. SECRETARY	Jeff Tremain	38 4858	221 6899	
ASSISTANT SECRETARY	Warren Tegg	341 6365	48 9577	
HON. TREASURER	Charlie Blake	38 2693		
CLUB CAPTAIN	Lee Drummond	398 7163		
COMMITTEE	Ian Bond		Tony Hazeldine	
	Dennis Brown		Ivan Holmes	
	Paul Cadell		Peter Marshall	
	Chris Goodreid		Glen Somerville	
	John Hall		Barry Torrens	
CAMS DELEGATE	Garry Connelly	341 3961	221 6899	
HON. AUDITOR	Nev Johnston			
PROMOTIONS OFFICER	Paul Cadell	399 4235	397 1673	
BUILDING & PROPERTY OFFICER	Ian Nicholson	343 3283	343 5988	
REGISTRAR	Charlie Blake	38 2693		
MAGAZINE EDITOR	Peter Smith	208 1721		
FINANCE SUB-COMMITTEE CHAIRMAN	Charlie Blake	38 2693		
MOTORKHANA AND SPEED EVENT SUB-COMMITTEE CHAIRMAN	Ian Fink			
OFF-ROAD SUB-COMMITTEE CHAIRMAN	Ian Bond	341 1139		
RALLY SUB-COMMITTEE CHAIRMAN	John Hall	345 5751		
SOCIAL SUB-COMMITTEE CHAIRMAN	Wendy Marshall	202 6932		
SPORTING SUB-COMMITTEE CHAIRMAN	Lee Drummond	398 7163		

POSTAL ADDRESS

All correspondence for the Club should be addressed to:

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

CLUBROOMS

BSCC clubrooms are located 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

Brisbane Sporting Car Club

Magazine - August 1979

Editorial

To blend in with the crowded Off Road Night this magazine has come out a week early, our thanks go to Jeff Tremaine for the speedy production of his contribution, and I would also like to set a precedent by thanking me. PS. Scrub that paragraph - B.E.

I received the following letter marked as "not intended as a mag contribution", but I think it raises such an important issue that it could stand an airing.

Townsville
25/7/79

Dear Peter

We read your magazine with interest and even though we don't get the opportunity to compete in many of the clubs events we do consider ourselves members just the same.

Its always something of a blow not to be considered members when you do the sectional positions and rally results as we tend to get left out. E.G. Kelly/Guyatt at Lyn Perrin Memorial Rally (surely the fact that 2 members of B.S.C.C. won the rally should be worth a mention) and again at Pacific Festival Rally Kelly/Parnell 'Kelly has been a member for 2 years like me) and McCubben/Robertson (Bruce McCubben has been a member since 1970) were not mentioned in the report. Further in your report on the Repco Round Australia Trial the McCubben/Kelly/Guyatt entry is obviously not worth a mention.

Just a few examples in an effort to convince you to get an up-to-date membership list so all members can be included in your reports and not just the in group.

Keep up the otherwise good work

Regards

(Signature withheld by Big Ed)

And I agree with almost every word, although to state that only the 'in' group get a mention is rather wide of the mark as I wouldn't know half the people who get a mention - anyway I don't think I'd care to belong to an 'in' group that would have me as a member. The only point where I think I did my best was on the Repco compilation, I asked numerous people who, from our club, were doing the event. And it certainly isn't MY magazine, its OUR magazine so keep those contribution pouring in.

If your being hard done by, let ME know, muttering into your beard for years will get us nowhere.

Major Forthcoming Event

YOKOHAMA TYRES - WARANA RALLY 1979

22/23rd September - 2 Divisions - Division break at Imbil - hope to have works Repco Rally Commodore as Car 0 - 4th round of the Queensland Rally Championship - starts Chermside Shopping Centre with special \$60 Motorkhana at 3pm - cash awards up 20% - 500kms ultra competitive with no section over 35km - short transports - spectator instructions at start - special T shirt available - regulations now available - control officials (PLEASE !!) phone Fred Thompson at his office on 371 4977.

Northern Districts Sporting Car Club

Space City Rally

July 14/15th - 1979

Being quite keen on daylight stage rallies I agreed to do this event with an XU-1 driver who is no longer a club member (hence-inafter referred to as 'Him')

My navigating position was in the back of the car, the seat being placed thus to put more weight on the back wheels and to give me some working room - Him being a trifle large.

After missing Tuesday night scrutineering (Hillside Winterhouse had stuffed the clutch) we went to Redcliffe on Saturday morning for it to be given the once over. Well it only needed a onceover as it was leaking oil from most places, plus half the light bulbs couldn't raise a flicker. I gave the humourless scrutineer my competition licence with a Magic Roundabout 'Dougal' book inside, when he opened it I shouted "Thats where it was" - it went over like a lead balloon. Anyway Him went to get it looked at, and TIMS and I went to the start at the cement clad domes of the Space City shopping centre.

I suppose these new fangled shopping centres look really good in model form but I wonder about there everyday practicability. I know that Saturday morning trading is either VERY busy or VERY quiet but they certainly appeared to be having a certain amount of consumer indifference, and the rents at these places are ludicrous, high overheads that the customer pays. It didn't help that the public relations angle of the event had been, to all apparent purposes, grossly mishandled. Indeed I heard only the other day that Ross Dunkerton had driven around the route in a Repco Rally Volvo. Well we certainly never saw him on Saturday, and if he did his bit on Friday it never made the Saturday papers.

Starting off at No.1 were Murray Coote and Mike Ryan in Alan Cutts's Datsun 1600. Then Russell Worthington and Bruce Fullerton in the Rust Rid Mazda RX2, find of the year Peter Phillips had Warren Tegg navigating for him in his Datsun 1600, the old firm of Keith Tapsall and Ross Moir were out in the Celica again. Norm Singleton and Alan Howlett were in the rarely rallied Fiat 124, and Hank and Simon Kabel were together again in the rotary powered Mazda 323. Most improbable team of the day were Allan Lawson and Daryll Kelly in the V8 powered Triumph TR7 and they were followed by Gerry Reynolds and the Prince of Culture Warren McKewen. Me and Him were at No.20 followed by Rod Cross and Dave Ambrose in the Datsun 180B and further back Kevin Harvey and Paul Burgin in a Datsun 1600. Towards the rear of the field but due to turn on a good show of speed Bruce Grigg and Earl Manttan in another Datsun 1600. Close behind came the Milners who were due to go home quite early after the clutch didn't. Finally the BSCC element were completed by Ralph French who had Cough-Splutter Kabel navigating in his VW.

After selling a few car books we left before a small crowd of gum chewing children and drove carefully to Caboolture for the first stage, a circuit of the circuit and a hunt through the woods at the Caboolture speedway.

We arrived just in time for me to see Peter Phillips slinging his Datsun round with great a plomb. The ever flightful-on-the-eye Mrs Rod Browning was timing the end of the stage, the cars turned 90 right off of the circuit through a gate and crossed a deep gully before being timed. The good lady was sitting ON the road in an aluminium chair and she must possess nerves of steel. Fearful of an

accident I was standing by, ready to loosen her clothing. The award for coming closest to her (from what I saw) went to Rex Faldt who shrieked his smart yellow Escort to a halt inches from her. The exit from the circuit to the finish was via a very stoutly gated hole in the fence, closest to the timber was Allan Lawson, the big TR7 just missing the gate post as the tail kicked out. These short sharp squirt stages leave me bemused, I was so busy calling down 9 instructions in 1.75 kilometres that I really didn't see any of the action. At least Him got round without spinning or falling over. After this stage the service crew rubbed a bit of Vicks Vapour Rub into my chest, checked the angle of the dangle and we left for the woods.

Stage 1 "Speedway" 1.7km 1.5 mins			
3	Worthington/Fullerton	.23 =17	French/Kabel .28
4	Reynolds/McKewen	.24 =19	Harvey/Burgin .29
= 5	Coote/Ryan	.25 =20	Milner/Milner .30
	Singleton/Howlett	=22	Tapsall/Moir .31
	Kabel/Kabel		Cross/Ambrose
=12	Lawson/Kelly	.26 =28	Him/Big Ed .35
=15	Phillips/Tegg	.27 35	Grigg/Manttann .49

"To the woods" I shouted, "Not the woods" replied Him in a falsetto voice, "Yes the woods", "But I'm only thirteen", "I'm not suspicious", "I'll tell the vicar", "I AM the vicar".

At the start of the first forest stage I pretended to have been made breathless by the beauty of the two girls running the control, this too went over like a lead balloon, perhaps people of 34 are supposed to be more sensible? Anyway it was an uphill stage with big drops. During the second world war nearly all the German multi-crewed aircraft had the crew members, for morale purposes, enclosed in the same spot. Indeed this was sometimes overdone and in the Heinkel 111 bomber the top gunner could find himself standing on the bottom gunner in the heat of the moment. In the back of the Torana I suffered from "Rear gunner blues", being able to see out of both windows no matter where I looked there was something horrible to look at, and being out of Him's eye I was able to get quite frightened during the course of the day - If we'd survived until the second half of the rally, I was going to fit cardboard blinkers to my helmet.

Stage 2 "Sawmill" 6.4km 5mins			
= 1	Coote/Ryan	.35 11	Grigg/Manttann 1.05
3	Phillips/Tegg	.44 13	Kabel/Kabel 1.08
4	Worthington/Fullerton	.50 14	Harvey/Burgin 1.11
7	Reynolds/McKewen	.59 19	Cross/Ambrose 1.20
8	Tapsall/Moir	1.01 =24	Him/Big Ed 1.25
10	Singleton/Howlett	1.04 =26	French/Kabel 1.28

Stage 3 was interesting. On a steep downhill Turn Very Hard Right, Him pushed the Torana across the apex of the turn unaware that a bank some feet in height separated the roads. We thudded sideways onto the lower road and spent a long moment waving two wheels in the air. Luckily it was Him's side that was airborne, and when Mother Nature realised the prodigies of strength needed to lift Him, we fell back the right way up. Shortly after the petrol pipe fell off for the first of four occasions, Rod Cross and Dave Ambrose came past looking as solemn as lawyers at a will reading, then after we'd hiccupped another half mile, Rex Faldt and Barbara Dean whoosed past in the Escort.

Stage 3 "Griffiths" 8.1km 6mins			
1	Coote/Ryan	1.38 7	Grigg/Manttann 2.10
4	Worthington/Fullerton	2.01 8	Singleton/Howlett 2.11
5	Phillips/Tegg	2.02 9	Tapsall/Moir 2.13

Stage 3 (Cont)

= 9	Reynolds/McKewen	2.13	=13	Harvey/Burgin	2.24
=13	Kabel/Kabel	2.24	16	Cross/Ambrose	2.33

At the start of the next stage we lost $1\frac{1}{2}$ minutes as Roger made some lightning repairs. On the road we'd covered 4 kilometres when we came across Alan Cutts's Datsun that was driven by Murray Cooté and navigated by Mike Ryan, it looked horrible, the only straight thing being Murrays excuse for coming off - a broken ball joint. You can imagine how this cheered me up, I thought very small and crouched in the back.

Stage 4 "Tin Hut" 9.3km 7mins

= 3	Phillips/Tegg	2.47	12	Harvey/Burgin	3.07
	Tapsall/Moir		14	Kabel/Kabel	3.17
6	Grigg/Manttann	2.52	17	Cross/Ambrose	3.27
7	Singleton/Howlett	2.56	22	French/Kabel	3.33
= 8	Reynolds/McKewen	3.02	27	Worthington/Fullerton	3.59

Stages 5 and 6 were to the usual pattern, Him was trying a bit too hard, I was frightened sillier, we turned into the wrong control (for kicks) and I began to feel hot and cold with the "Navigators Curse".

Stage 5 "Tungi" 5.1km 3.50mins

= 1	Grigg/Manttann	0.00
5	Phillips/Tegg	0.07
6	Singleton/Howlett	0.10
7	Tapsall/Moir	0.11
8	Worthington/Fullerton	0.17
12	Harvey/Burgin	0.22
14	Reynolds/McKewen	0.25
=15	Cross/Ambrose	0.28
=18	French/Kabel	0.30
=21	Him/Big Ed	0.35

Stage 6 "H. Traverse" 6.6km 5mins

2	Worthington/Fullerton	1.02
3	Phillips/Tegg	1.05
5	Grigg/Manttann	1.14
6	Singleton/Howlett	1.16
8	Tapsall/Moir	1.20
9	Reynolds/McKewen	1.23
10	Harvey/Burgin	1.25
14	Cross/Ambrose	1.38
17	Him/Big Ed	1.45
24	French/Kabel	1.52

Stage 7 was another interesting one. Early in the stage Ted Peels Datsun 240Z was lying recumbent after arguing with a Pine. As the car had left the road the front had been elevated by a low bank, so that the car smashed into the tree whilst balanced on its rear wheels, horrible it was, horrible. Later on the same stage there was a Mazda with everywhichway front wheels, by now I was thinking so small that ants were a danger to life and limb. On this stage we were stuck in 2nd gear for ages - what? no dinks, dinks.

Stage 7 "Exchange" 10.7km 8 mins

2	Phillips/Tegg	3.02	8	Grigg/Manttann	3.35
3	Worthington/Fullerton	3.05	9	Reynolds/McKewen	3.38
5	Singleton/Howlett	3.24	11	Tapsall/Moir	3.40
6	Cross/Ambrose	3.25	13	Harvey/Burgin	3.50

The next stage "Tower" had a woman with whom I am acquainted doing the timing, so we were at least on time (on paper anyway) at one spot, and we left at "5" on the countdown, once a ratbag always a ratbag, not that it did us much good. This stage ran very steeply downhill from the Jimna Firetower, the very road that Paul Cadell rolled down on the Lutwyche, and I couldn't forget how Paul had become a gibbering lunatic, only too pleased to buy a bloke a Fourex (Nudge, nudge). On this stage I had more wind up than a decomposing Elephant.

Stage 8 "Tower" 4.2km 3mins

2	Phillips/Tegg	1.44	12	Harvey/Burgin	2.04
3	Singleton/Howlett	1.47	15	Cross/Ambrose	2.10
= 4	Worthington/Fullerton	1.48	=16	Grigg/Manttann	2.11
6	Tapsall/Moir	1.49	=20	Him/Big Ed	2.16
8	Reynolds/McKewen	1.56		French/Kabel	

On stage 9 I was gulping, by stage 10 I was groaning, on 11 double groaning and instead of being sick on a transport like a good boy, we had to stop for me on stage 12.

Stage 9 "Winch" 2.8km 2mins

= 2	Worthington/Fullerton	.54
	Singleton/Howlett	
= 4	Reynolds/McKewen	.57
6	Grigg/Manttann	.59
= 7	Tapsall/Moir	1.00
=10	Harvey/Bergin	1.03
15	Cross/Ambrose	1.08
=16	Him/Big Ed	1.11
	French/Kabel	

Stage 11 "Lookout" 8.9km 7mins

2	Tapsall/Moir	2.35
3	Phillips/Tegg	2.38
4	Singleton/Howlett	2.39
5	Worthington/Fullerton	2.40
9	Reynolds/McKewen	3.01
10	Grigg/Manttann	3.07
15	Cross/Ambrose	3.29
17	Harvey/Bergin	3.31

Stage 10 "Davies" 4km 3mins

2	Phillips/Tegg	1.35
3	Worthington/Fullerton	1.40
4	Singleton/Howlett	1.43
5	Tapsall/Moir	1.45
7	Reynolds/McKewen	1.51
13	Cross/Ambrose	2.04
16	Harvey/Bergin	2.10
17	Him/Big Ed	2.13
21	French/Kabel	2.27

Stage 12 "Marumbah" 6.6km 5mins

2	Phillips/Tegg	.36
3	Worthington/Fullerton	.39
4	Tapsall/Moir	.40
5	Singleton/Howlett	.44
10	Reynolds/McKewen	1.01
11	Harvey/Bergin	1.06
12	French/Kabel	1.10
17	Cross/Ambrose	1.23
24	Grigg/Manttann	1.51
27	Him/Big Ed	2.49

By now second gear was making the sort of grating noises that I make when TIMS has stirred my tea with her coffee spoon (Toffee anybody?). So at the Division break Roger decided to give it away - well it was damaged anyway. An internal inspection of the box later showed a broken gear and first gear had welded itself to the shaft - or something like that.

Division 1

1	Egglesfield/O'Connor	Escort	15.12
3	Norm Singleton/Allan Howlett	Fiat 124	19.13
4	Russell Worthington/Bruce Fullerton	Mazda	19.18
5	Keith Tapsall/Ross Moir	Toyota Celica	19.32
6	Peter Phillips/Warren Tegg	Datsun 1600	19.42
8	Gerry Reynolds/Warren McKewen	Torana XU-1	20.50
9	Kevin Harvey/Paul Burgin	Datsun 1600	22.42
12	Bruce Grigg/Earl Manttan	Datsun 1600	22.53
15	Rod Cross/Dave Ambrose	Datsun 180B	23.36
20	Ralph French/Ootm Kabel	VW	25.55
25	Him/Big Ed	Torana XU-1	27.49

My day of excitement wasn't over however as I ended up running a one man stage start control - TIMS at the time was sending them off on the second division. I was like a blue arsed fly as I simultaneously signed one car in and counted down another one out, all the while balancing torch, clock, pen and watch. Keith Tapsall and Ross Moirs countdown started at about +3 but talent will out, anyway you don't send a boy on a mans job, and just where were the Northern Districts people when this charade was in progress?

Despite the early hour (we were home just after 11pm) we were both totally knackered and had to change seats 2 or 3 times on the way, indeed outside Caboolture we both ended up in the back, and that's where I came in (dirty beast, I must wash this pen out with soap).

Stage 13

1	Worthington/Fyl	1.08	=14	Cross/Ambros	1.48	4	Tapsall/Moir	3.43
3	Tapsall/Moir	1.22	19	French/Kabel	1.54	9	Singleton/How	3.57
4	Phillips/Tegg	1.23	24	Grigg/Manttan	2.23	=12	Harvey/Bergin	4.12
5	Singleton/Howle	1.24				15	Grigg/Manttan	4.18
= 6	Harvey/Burgin	1.33				16	Cross/Ambrose	4.25
12	Reynolds/McKewe	1.46				19	French/Kabel	4.35
						20	Reynolds/McKe	4.36

Stage 14

2	Worthington/	3.30
3	Phillips/Teg	3.35

Stage 15

2 Worthington/F	2.48	6 Phillips/Tegg	3.05	6 Singleton/Howlet	1.54
3 Tapsall/Moir	2.52	10 Harvey/Bergin	3.20	10 Cross/Ambrose	2.13
4 Phillips/Tegg	2.57	11 Grigg/Manttan	3.23	Harvey/Bergin	
5 Singleton/How	2.58	12 Cross/Ambrose	3.28	14 French/Kabel	2.22
= 6 Grigg/Manttan	3.00	14 French/Kabel	3.40	<u>Stage 23</u>	
9 Harvey/Bergin	3.09	18 Reynolds/McKew	3.55	2 Worthington/Full	2.10
11 Reynolds/McKe	3.11	<u>Stage 19</u>			
14 Cross/Ambrose	3.14	2 Worthington/Fu	.42	3 Tapsall/Moir	2.14
16 French/Kabel	3.17	3 Grigg/Manttan	.47	4 Singleton/Howlet	2.24

Stage 16

1 Phillips/Tegg	.58	4 Tapsall/Moir	.50	5 Grigg/Manttan	2.29
= 2 Grigg/Manttan	.59	5 Singleton/Howle	.56	6 Phillips/Tegg	2.38
= 6 Worthington/F	1.01	6 Phillips/Tegg	.57	12 Cross/Ambrose	2.47
Tapsall/Moir		9 Harvey/Bergin	1.10	=13 Harvey/Bergin	2.52
= 8 Cross/Ambrose	1.05	11 Cross/Ambrose	1.14	<u>Stage 24</u>	
Harvey/Bergin		12 French/Kabel	1.16	2 Tapsall/Moir	1.39
11 Singleton/How	1.08	21 Reynolds/McKew	2.55	5 Harvey/Bergin	2.16
14 French/Kabel	1.11	<u>Stage 20</u>			
17 Reynolds/McKe	1.19	= 2 Tapsall/Moir	.27	7 Cross/Ambrose	2.26

Stage 17

2 Worthington/F	1.40	4 Worthington/Full	.29	12 French/Kabel	3.07
3 Phillips/Tegg	1.42	5 Phillips/Tegg	.43	13 Worthington/Full	3.19
4 Tapsall/Moir	1.47	8 Harvey/Bergin	1.12	<u>Stage 25</u>	
= 5 Singleton/How	1.51	13 French/Kabel	1.34	2 Tapsall/Moir	1.12
12 Cross/Ambrose	2.08	14 Cross/Ambrose	1.38	3 Singleton/Howlet	1.14
13 Harvey/Bergin	2.10	15 Grigg/Manttan	1.45	= 5 Worthington/Full	1.18
=14 French/Kabel	2.14	<u>Stage 21</u>			
16 Reynolds/McKe	2.15	All clean except		Grigg/Manttan	
<u>Stage 22</u>					
2 Worthington/Fu	1.42	12 French/Kabel	.16	7 Cross/Ambrose	1.22

Stage 18

2 Worthington/F	2.40	2 Worthington/Fu	1.42	=18 Phillips/Tegg	1.50
3 Tapsall/Moir	2.46	3 Tapsall/Moir	1.45		
4 Singleton/How	2.53	4 Phillips/Tegg	1.48		
		5 Grigg/Manttan	1.52		

Division 2

1 Egglefield/O'Connor	Escort	19.32
2 Keith Tapsall/Ross Moir	Toyota Celica	21.38
3 Russell Worthington/Bruce Fullerton	Mazda RX-2	22.27
4 Norm Singleton/Allan Howlett	Fiat 124	23.37
6 Peter Phillips/Warren Tegg	Datsun 1600	25.36
7 Kevin Harvey/Paul Burgin	Datsun 1600	26.39
10 Rod Cross/Dave Ambrose	Datsun 180B	27.48
12 Bruce Grigg/Earl Manttan	Datsun 1600	29.14
15 Ralph French/Ootm Kabel	VW	29.46

Results

1st	Egglefield/O'Connor	Escort	34.44
2nd	Keith Tapsall/Ross Moir	Toyota Celica	41.10
3rd	Russell Worthington/Bruce Fullerton	Mazda RX-2	41.45
4th	Norm Singleton/Allan Howlett	Fiat 124	42.50
6th	Peter Phillips/Warren Tegg	Datsun 1600	45.18
7th	Kevin Harvey/Paul Burgin	Datsun 1600	49.21
10th	Rod Cross/Dave Ambrose	Datsun 180B	51.24
11th	Bruce Grigg/Earl Manttan	Datsun 1600	52.07
15th	Ralph French/Ootm Kabel	VW	55.41
24th	Gerry Reynolds/Warren McKewen	Torana XU-1	459.27

First Six Survey

Worthington/Fullerton	1	2	3	4	5	6
Phillips/Tegg	2	4	6	3	8	3
Grigg/Manttan	2	1	1		4	3
Coote/Ryan	2				1	
Tapsall/Moir	1	4	6	4	1	2
Singleton/Howlett	1	2	2	4	7	3
Harvey/Bergin	1				1	1
Cross/Ambrose	1					1

Notes: Since writing this Allan Lawson and
Star Cash Registers have presented the
club with a new cash draw, THANK YOU

BIG AL !

The Theft of the Jewish Piana

in der style of Mickey Spillane

It was maybe a cold night in July see
when the Jewish piana went missing
John Hall looked high, and he looked low
and he looked in the place where der fella's were pissing
but he had no luck, no inspiration
the jewish piana was missing,
So they called in me, a non nonsense wammer
a private dick by der name of Slammer.
Now a case aint a case unless deres a dame
so I hunted around for one of der same,
then in came a broad with plenty to tell
a lithsome beauty named Noelle.
"Play it cool" she fixed me with a glassy eye
dis dame aint foolin' but I didn't know why
so I gives her a slap, a dame then knows
if you fool with Slammer he'll step on your toes,
"Tell me lady", I gritted my teeth
"It aint worth the rough stuff, for a cash register thief",
she looked over my shoulder, a frightened look,
then a 45 roared and closed her hook.
I spun round trying for a quick, fast draw
but a bang on the head sent me to the floor.
When I awoke the hammers of hell
we're beating my brains like the Liberty Bell,
I tried to move but tied to a chair
then I heard footsteps coming down the stair,
he came in grinning, "OK Slammer we'll take a drive,
then in the Brisbane River you'll dive,
but first of all tell me all you know
or we'll rip of your ears and tie your balls in a bow"
"Big Al - I should'a known" was all I could say
Star Cash Registers could make the game pay,
what could I do ? the pain'd drive me insane
then through the skylight jumped Kerry Payne.
Start praying Big Al your last days are here,
this is a hell cat who knows no fear,
so she chopped him down with a blow to the heart
then she untied my bonds to make the blood start,
what could I do dis dame is pure fire
me and her could go higher and higher,
but, a dames a dame,
so I started to move out, dames are the same,
"Don't move Slammer" she snarled under her breath
"I've in store for you, a fate worse than death".

(Written (?) to commemorate the theft of the cash register July 1979)

This edition of the rag has been written in some haste as we're
going to Sydney for a book auction in the week prior to its public-
ation, so it may be rather thin, but next month Wow! It'll be even
more turgid and irrelevant than ever.

For Sale

1 Halda Twinmaster with cable and switch panel \$80, 1 Cibie Super Oscar
100 Watt \$30, 1 Honda Civic sumpguard \$30, 1 Mki Cortina Roll Bar \$20,
1 map light \$5, 6 R.O.H. Contesta Mags, suit Mazda, Escort, Cortina
\$150, 1 Mki Cortina Sumpguard \$10 Phone Dave Morris 251-1632

**Fulcrum Suspensions
are now stockists of**

**LOVELLS
COIL SPRINGS**

**AS USED BY
JACK BRABHAM**

**Lovells Coil Springs
are available as
Standard, Heavy Duty,
Lowered, Race & Rally
to suit any make of car.**

Contact Fulcrum Suspensions for Lovell's Springs
Sales Service and Professional Advice on all
Suspension and Steering Problems.



**Fulcrum
Suspensions**

8 Evesham St., Moorooka, 4105
PH. 3922647 (OPEN SAT MORN.)

SHAFSTON HOTEL

Bill welcomes all members to the
sportsmans bar for a cold carlton . . .

A full range of Carlton products
and wines and spirits available from
our drive-in bottle department.

Top class entertainment every Friday
and Saturday nights . . .

Dining Room open 6 p.m. — 9 p.m.

You can rely on
**THE BEST COUNTER LUNCHEONS IN
BRISBANE**
daily from 11.30 to 2 p.m.

**LYTTON ROAD
EAST BRISBANE**

Licensee: W. G. Hawkshaw

ROCKLEA



277.4963

Prop. D. BULL

Specialists in:

- ★ SMASH REPAIRS
- ★ SPRAY PAINTING
- ★ LAMINATED WINDSCREENS
- ★ INSURANCE WORK

— 40 ANNIE STREET, ROCKLEA —

laurie garth electrical

— ALL DOMESTIC AND —

— INDUSTRIAL —

— INSTALLATIONS - REPAIRS —

— You Ring for me —

— I'll wire for you —

Let me take care of your shorts

3 4 9 8 0 5 3

— ALL HOURS —

NATION WIDE Business Equipment

for

NEW AND USED

- ★ TYPEWRITERS
- ★ CASH REGISTERS
- ★ CALCULATORS
- ★ OFFICE EQUIPMENT

See . . .

ALLAN LAWSON or
IVAN HOLMES

— 222 BARRY PARADE, VALLEY —

52 5971

Got a problem . . .

With Insurance . . .

any type of insurance . . .

then just

ask
CONNELLY

221 6899



YOUR ADVERTISEMENT COULD BE HERE

CONTACT:

THE SECRETARY,
BRISBANE SPORTING CAR CLUB

221 6899 or 38 4858 A./H.

Darling Downs Sporting Car Club

John Humphrey Memorial Rally

4th August 1979

Certainly with no malice, and I hope I'm not being patronising, but you could have knocked me down with a feather when I heard the results of this rally. If you'd asked me at the beginning of the year who would be leading the Queensland Rally Championship after 3 rounds, well quite honestly Wayne Blacks name wouldn't have been the first to mind. His is essentially an amateur outfit with navigator Dale Payne doing most of the preparation, and the car isn't exactly prepared to the eyeballs either, it even lacks a limited slip diff! And this makes his current domination of the QRC even more remarkable as about half of last weekends effort was muddy, and the less said about the co-efficient of friction on the Stanthorpe Rally the better. So for the rest of the season - two more events, the Yokohama and the Currie Motors are championship rounds - Wayne and Dale will have everything crossed except their wires. For last weekends win they especially thank Russell Worthington who was dug out of bed early to change the axle bearings.

Equal first with the boys at the halfway, and this was a real ding dong battle with both crews turning in the same times for stage after stage, were Keith Tapsall and Ross Moir in the G.P. Cars Toyota Celica. However on the second division the Celica missed a bear left and performed a very high speed roll, landing on the wheels then leaping back into the air to land on Ross's side. Keith jumped out by courtesy of Ross's neck, when he pulled Ross out with one huge hairy arm. Tony Jewels and Boyd Owens were the next along and they pushed the Celica back onto its wheels. This bit of excitement makes Keith's third place overall very commendable indeed.

Third at the halfway but forging ahead while Keith was indisposed to finish 2nd overall were Alan Stean and Russell Fullerton in a Datsun P510. Fourth overall came Russell Worthington despite smashing his windscreen on a low bit of tree on the second stage, he'd dragged SPARC member Peter Whalley out of retirement as Bruce Fullerton was driving around Australia. Russell won an additional \$100 open order for the best performance on the first stage. 5th overall were Lisle Neumann and Tony Best followed by the vastly improved Rod Cross and Dave Ambrose, then 7th were John Barr and Mike Ryan in the very swift Lancer. Back in their finishing ways at least were Hank and Simon Kabel in the Stones Corner Motors rotary powered Mazda 323 who came in 8th. 13th were Tony Jewels and Boyd Owens in the Subaru, the first front wheel drive car to finish. 17th Brad Skinner and Mark Nissen (Cortina), 19th Don and Sandra Milner in another Cortina after losing first gear and re-aligning the front wheels. 20th was a personal triumph for Allan and Noel Lawson who wrestled the V8 powered TR7 to the finish despite losing their fan early on, they declined to do the narrow, slippery, yumpy, tree, mirror and guard strewn second stage, and having now seen it I don't blame them in the least. 22nd were Ian Goldsworthy and Noelle Heales in another Cortina MK1, and then the red lamp at the end of the field was provided by Geoff Smallman and John Hall, they came 23rd after a QUICK rip to hospital with the remains of Paul Jones (he broke his wrist when he insisted on adding more right lock as his Mazda RX2 fell over) and then their alter-nator went D.O.A. and they did a long stage on dipped dim headlights only.

Also entered but not due to finish in the finishers list were Gerry Reynolds and Warren McKewen in the XU-1, Keith Morrison and Terry Crawford in the silver Capri, Peter Phillips and Warren Tegg came to grief in the Datsun 1600 after winning the "Deongwar" stage, Ann Thomson and Paul Cadell had an exciting time, they got stuck in a creek on the fourth stage and with 10 of us pushing (the water was freezing) and the starter motor grinding away we got it up the bank and out of the way. I was bribed into the back of Rogers XU-1 again, but after being sick three times on an empty stomach I developed a severe pain in the guts and we had to call it a day. I've never seen such hard work drivingwise rewarded with such lousy times. Best laugh of the day was our efforts to stay flat at the logs on the first stage, that and the second stage which really was a grotty little rain forest at Mt Perseverance. Bruce Grigg and Earl Manttan had a quick run in their Datsun 1600 whilst they were going, as did Tim Bailey and John Coleman. Other BSCC members were John Shirley and Malcolm Shinn in their Cortina and last of all Ian Friar and Wayne Hickey in a Torana.

What I saw of the event was very good, only once did we have a moments confusion over a non DDSCC arrow, and the road book was good and clear although I found sometimes that the comments were rather remote from the instructions. Some of the transports were distinctly competitive, and that second transport was not only as rough as they come but full of lunatic rally people coming the other way (making up time for an illicit service), one blue Fiat in particular thudded a stone as big as an egg off of the windscreen, the Milners also gave us a heart attack when we left stage 2 - do we all drive like that all the time ?

Well done Darling Downs Sporting Car Club.

"Pechey" 14.8km 12mins "Smooth fast tracks through tall pine forest with plenty of tight turns"

= 1	Worthington/Whale	1	= 7	Smallman/Hall	2	= 7	Bailey/Coleman	2
	Neumann/Best			Morrison/Craw		=26	Laws on/Laws on	3
	Tapsall/Moir			Phillips/Tegg			Thomson/Cadell	
	Black/Payne			Cross/Ambrose			Kimeklis/Big	
= 7	Stean/Fullerton	2		Barr/Ryan		=36	Jewels/Ovens	4
	Kabel/Kabel			Skinner/Nisse			Goldsworthy/H	
	Reynolds/McKewen			Grigg/Manttan		41	Milner/Milner	7

"Perseverance" 7.3km 6mins "This section has very tight, narrow roads through rain forest. Keep windows shut ortrees will be in with you! Roads generally smooth but long sections of wavy surface hard on suspensions - drive accordingly"

= 1	Phillips/Tegg	3	= 4	Reynolds/McKew	4	=24	Jewels/Ovens	5
= 4	Worthington/Whall	4		Smallman/Hall			Thomson/Cadell	
	Stean/Fullerton			Morrison/Craw			Cross/Ambrose	
	Neumann/Best			Barr/Ryan			Milner/Milner	
	Kabel/Kabel			Grigg/Manttan		=33	Skinner/Nisse	6
	Tapsall/Moir			Bailey/Coleman			Goldsworthy/H	
	Black/Payne			Shirley/Shinn		38	Kimeklis/Big	8

"New Horizons - Deongwar" 8.4kms 7mins "Short, fast section with good gravel roads"

= 1	Worthington/Whall	1	=13	Jewels/Ovens	2	=13	Kimeklis/Big	2
	Kabel/Kabel			Stean/Fullerto			Goldsworthy/H	
	Tapsall/Moir			Neumann/Best			Milner/Milner	
	Black/Payne			Reynolds/McKew			Bailey/Coleman	
	Smallman/Hall			Morrison/Crawf		39	Shirley/Shinn	4
	Phillips/Tegg			Thomson/Cadell		40	Laws on/Laws on	6
	Barr/Ryan			Cross/Ambrose				
	Grigg/Manttan			Skinner/Nissen				

"Balfour Range" 30km 23mins "Mainly good roads but narrow and rough in places. Very greasy if wet"

= 1 Tapsall/Moir	8	= 7 Smallman/Hall	10	=26 Bailey/Coleman	26
Black/Payne		18 Barr/Ryan	12	=31 Skinner/Nissen	=28
= 4 Stean/Fullerton		=19 Cross/Ambrose	13	Goldsworthy/He	
Kabel/Kabel		23 Milner/Milner	17	35 Lawson/Lawson	38
= 7 Worthington/Wha	10	25 Jewels/Ovens	22	36 Thomson/Cadell	44
Neumann/Best		=26 Morrison/Craw	26		
Reynolds/McKewe		Grigg/Manttan			

Halfway through Division 1

= 1 Tapsall/Moir	14	=13 Barr/Ryan	19	=26 Bailey/Coleman	34
Black/Payne		=17 Cross/Ambrose	22	28 Skinner/Nissen	38
= 4 Worthington/Whal	16	19 Kabel/Kabel	23	31 Goldsworthy/He	40
= 7 Stean/Fullerton	17	=23 Jewels/Ovens	33	=34 Thomson/Cadell	54
Neumann/Best		Grigg/Manttan		37 Lawson/Lawson	80
Smallman/Hall		Milner/Milner			
=11 Reynolds/McKewen	18	=26 Morrison/Crawf			

"Coppermine" 45km 34mins "Mainly well formed competitive roads, but greasy in places. Plenty of wildlife including deer"

= 1 Smallman/Hall	8	= 5 Kabel/Kabel	10	=20 Lawson/Lawson	14
= 2 Stean/Fullerton	9	Barr/Ryan		=22 Skinner/Nissen	15
Tapsall/Moir		=11 Reynolds/McKew	11	Milner/Milner	
Black/Payne		Cross/Ambrose		30 Bailey/Coleman	24
= 5 Worthington/Whal	10	Grigg/Manttan		31 Thomson/Cadell	23
Neumann/Best		=16 Jewels/Ovens	13	32 Goldworthy/Hea	24

"Downhill Racer" 2.66km 2mins "Short section, mainly downhill, on alternating sections of gravel and bitumen - or both"

= 1 Worthington/Whal	0	= 1 Black/Payne	0	= 1 Skinner/Nissen	0
Stean/Fullerton		Lawson/Lawson		Goldsworthy/He	
Tapsall/Moir		Barr/Ryan		Grigg/Manttan	

Everybody else =14 on 1 minute.

"Emu Creek" 56.6km 43mins "Mainly good roads, but some narrow, grassy sections. Very steep drops off some roads around edge of hills - Take care. Beware of grazing cattle."

= 1 Worthington/Whal	9	= 6 Cross/Ambrose	11	23 Barr/Ryan	21
= 2 Stean/Fullerton	10	= 9 Kabel/Kabel	12	=24 Skinner/Nissen	23
Tapsall/Moir		=11 Jewels/Ovens	13	=26 Goldsworthy/He	24
Black/Payne		=13 Neumann/Best	15	Grigg/Manttan	
= 6 Smallman/Hall	11	18 Lawson/Lawson	17	28 Milner/Milner	29

"Benarkin Express" 6.1km 5mins

= 1 Stean/Fullerton	4	= 5 Neumann/Best	5	= 5 Barr/Ryan	5
Tapsall/Moir		Kabel/Kabel		Grigg/Manttan	
Black/Payne		Smallman/Hall		=20 Milner/Milner	6
= 5 Jewels/Ovens	5	Lawson/Lawson		26 Goldsworthy/Hea	7
Worthington/Whal		Cross/Ambrose		27 Skinner/Nissen	8

Division 1

= 1 Tapsall/Moir	37	19 Cross/Ambrose	50	25 Goldsworthy/Hea	95
Black/Payne		=20 Kabel/Kabel	51	26 Milner/Milner	114
3 Stean/Fullerton	40	13 Barr/Ryan	55	27 Lawson/Lawson	127
4 Worthington/Wha	42	17 Jewels/Ovens	68	30 Thomson/Cadell	291
5 Smallman/Hall	43	=19 Grigg/Manttan	73	31 Reynolds/McKewen	303
8 Neumann/Best	48	23 Skinner/Nissen	91		

"Peter Creek" 8.4km 7mins "Short competitive on generally good roads"

= 1 Tapsall/Moir	0	= 2 Black/Payne	1	=21 Goldsworthy/Hea	3
= 2 Jewels/Ovens	1	Smallman/Hall		Milner/Milner	
Stean/Fullerton		Cross/Ambrose		24 Worthington/Wha	6
Neumann/Best		Barr/Ryan		25 Lawson/Lawson	8
Kabel/Kabel		Skinner/Nissen			

"Eliza" 14.9km 12mins "Generally well amintained roads on red soil. Greasy if wet"

= 1	Worthington/Whall	2	= 4	Cross/Ambrose	3	19	Goldsworthy/He	6
	Black/Payne			Barr/Ryan		20	Jewels/Ovens	7
= 4	Stean/Fullerton	3	= 13	Smallman/Hall	4	= 21	Tapsall/Moir	8
	Neumann/Best			Skinner/Nissen		23	Milner/Milner	11
	Kabel/Kabel		= 17	Lawson/Lawson				

"Ashby" 22.8km 18mins "Several greasy tracks slippery when wet"

= 1	Stein/Fullerton	2	= 6	Neumann/Best	4	18	Skinner/Nissen	7
= 3	Worthington/Whal	3		Kabel/Kabel		= 19	Goldsworthy/He	8
	Tapsall/Moir			Cross/Ambrose			Milner/Milner	
	Black/Payne			Barr/Ryan		24	Smallman/Hall	13
= 6	Jewels/Ovens	4	= 15	Lawson/Lawson	6			

"Mt Binga" 34.2km 26mins "Mixture smooth and rough roads, grassy in places"

= 1	Worthington/Whal	5	= 6	Cross/Ambrose	6	= 18	Goldsworthy/He	13
	Stein/Fullerton			Barry/Ryan		21	Milner/Milner	17
	Tapsall/Moir		= 13	Skinner/Nissen	9	23	Lawson/Lawson	23
	Black/Payne		= 16	Jewels/Ovens	12			
= 6	Neumann/Best	6	= 18	Kabel/Kabel	13			

"Pechey 2" 14.8km 12mins "Smooth, dusty tracks through tall pine forest with plenty of tight turns"

= 1	Worthington/Whal	2	= 1	Black/Payne	2	= 7	Lawson/Lawson	3
	Stein/Fullerton			Barr/Ryan			Cross/Ambrose	
	Kabel/Kabel		= 7	Jewels/Ovens	3		Skinner/Nissen	
	Tapsall/Moir			Neumann/Best		= 18	Milner/Milner	4

Division 2

= 1	Stean/Fullerton	13	= 6	Tapsall/Moir	18	18	Milner/Milner	44
	Black/Payne		= 9	Worthington/Wha	19	21	Lawson/Lawson	54
3	Barr/Ryan	16	12	Kabel/Kabel	23	22	Goldsworthy/He	210
= 4	Neumann/Best	17	13	Skinner/Nissen	24	23	Smallman/Hall	303
	Cross/Ambrose		15	Jewels/Ovens	28			

Results

1	Wayne Black / Dale Payne	Mazda RX2	50	1st Recognised
2	Alan Stein / Russell Fullerton	Datsun P510	53	1st Classified
3	Keith Tapsall / Ross Moir	Toyota Celica	55	2nd Recognised
4	Russell Worthington/Peter Whallet	Mazda RX2	61	2nd Classified
5	Lisle Neumann / Tony Best	Datsun P510	65	3rd Classified
6	Rod Cross / Dave Ambrose	Mazda	67	1st Clubman
7	John Barr / Mike Ryan	Lancer	71	2nd Clubman
8	Hank Kabel / Simon Kabel	Mazda 323 $\frac{1}{2}$	74	
13	Tony Jewels / Boyd Ovens	Subaru	96	
17	Brad Skinner / Mark Nissen	Ford Cortina	115	
19	Don Milner / Sandra Milner	Ford Cortina	158	
20	Alan Lawson / Noel Lawson	Triumph TR7	181	
22	Ian Goldsworthy / Noelle Heales	Ford Cortina	305	
23	Geoff Smallman / John Hall	Ford Escort	346	

Partial Sextanaginal Survey

	1	2	3	4	5	6
Black	8	5	1	1		
Tapsall	8	2	1	1		
Worthington	7		1	1	2	
Stean	5	3		3		
Barr	3	1		2	2	2
Kabel	2	1		3	2	1
Smallman	2	1		1	1	1
Grigg	2			1	1	
Phillips	2					
Neumann	1	1		2	2	2
Skinner	1	1				
Lawson	1				1	
Goldsworthy	1					

1979 Ampol Cannon Ford City Wreckers 1000 Rally

July 27/28th - 1979

A small crowd of Brisbane Sporting Car Club person went down to this Armidale event, Tony Best partnered an Enoggera driver with an XU-1, and after getting wedged in a ditch on the first stage they came 24th from 38 starters.

<u>Stage 1</u>		<u>Stage 4</u>		<u>Stage 6</u>	
=26 Kimeklis/Best	1	=24 Kimeklis/Best	5	24 Kimeklis/Best	5
<u>Stage 2</u>		<u>Stage 5</u>		<u>Stage 7</u>	
=30 Kimeklis/Best	5	= 9 Kimeklis/Best	2	23 Kimeklis/Best	28
<u>Stage 3</u>		<u>Division 1</u>		<u>Stage 8</u>	
=24 Kimeklis/Best	10	=22 Kimeklis/Best	23	=26 Kimeklis/Best	5
<u>Stage 9</u>		<u>Stage 10</u>		<u>Stage Division 2</u>	
=16 Kimeklis/Best	2	=20 Kimeklis/Best	3	23 Kimeklis/Best	43

Ah Yes! The column in which Big Ed tries to remember the things he's been told "Not to forget" to put in the rag.

Last month I neglected to advertise Graeme Adairs 4 Mazda Mag wheels, 2 x 4 $\frac{1}{2}$ and 2 x 5, Best offers to G.A. - the Feature Film clubnight next month features Jack Thompson in "Sunday too far away", this is a film that encapsules all that is best in the re-emergence of the Australian cinema in the past 10 years, from a deliberate low key start (shot in monochrome to trap the viewer in the trap of time ala Last Year in Marienbad) the film builds to a crescendo of suspense that makes Psycho look like astunning thriller, not to be missed, a minor contribution to the bulging club coffers will be extracted at the door. Wanted, in connection to the previous item, a 16mm movie projector. Otherwise we'll have to take turns running it through our fingers whilst holding it up to the light. - Obviously suffering from savage overwork Mr and Mrs Greg Chalk were seen racing up and down the Fraser Island beach on a kiddies scooter, I think this will only work as an off road vehicle if Gregs kept a couple of really ace legs for himself in the course of business. - The Interclub Motorkhana (In the UK where there known as Autocourses, a small slight of hand can end as an Autoclub Intercourse. An event for which the prologue is usually known as a Foreplay.) being organised by the Holden Torana Car Club on September 16th at Toombul Shopping Town. Our teams are roughly Lee Drummond, Ian Fink, Colin Powell, Chris Harbeck, Phillip Stephan, Noelle Heales, Ken Bosboom, Harry Bosboom, Graeme Adair and Tony Hazeldine and you can't get any rougher than that - lets hope they don't get a rush of blood to the head otherwise we'll have to organise the damn thing next year - Wanted by Colin Powell two 165 x 13 rally tyres, contact him on 206 4338 - For Sale, Salisbury L.S.D. to suit Torana or Holden (it says here) 3.55 or 3.08 ratio \$200 phone 264 1551 - Some special news from Big Al the king of the hotshots, the September 5th Table Top Rally has a s its first prize a book of tickets in the Multiple Sclerosis Art Union, for which the prize of course is a Datsun Stanza prepared by Murray Coote, also during the passage of the evening books of tickets will be on sale - Wanted by Big Al a Holley twin-barrel 500 or 600 carburettor suitable for a Rover 3.5litre V8, or come to that any sort of carbie that will be suitable, but be quick I've got 14 1 $\frac{1}{4}$ " S.U.'s all ready to go on a special 10 foot manifold - A few members including Allan and Noel Lawson, plus Rod Cross and Dave Ambrose, and perhaps Tony Best with SLUF (Chance Vought Corsair fans will know what I mean) are going down to do a half night rally at Coffis Harbour on the 25th, don't forget your passport and "We like Job" badges chaps - Lets re-iterate that the Yokohama Tyres Warana Rally on the 22nd/23rd September needs control officials, it beats spectating into a cocked hat, Fred Thompson can be contacted at his office on 371 4977.

One Mans Cars - Cedric Loy

Seeming to defy the laws of gravity here comes Cedric Loy in his green Daihatsu Ute. The car sways from side to side, white dust billowing away from the fat tyres. Foot still flat to the floor the Daihatsu leaps over a rough cattlegrid and flies through the air to land in the ditch. Still with the power hard on, Cedric wrestles it back to the centre of the track, and departs with the big wheels jogging up and down, the suspension doing a fine job in isolating the crew from the bumping and crashing thats going on.

That was the first time I saw Cedric in action at one of our first Off Road events-a few years ago. It was immediately apparent that Cedric was different to your average competitor - he was older! What attracts a mature man to spend his leisure time subjecting himself to a rigerous trial, when he could be out on the bay trying for a few fish?

Cedric admits to have been fascinated by driving since he can remember. He spent hours as a lad with the legendary 3 books and a stick, Brm, Brming his way mentally on a new record trip around Australia. Then when he was 12 years old, to his delight, World War 2 broke out (It wasn't tied up to wall) and in the ensuing manpower shortage he obtained his driving licence. Perhaps it was Cedric who sent Emperor Hirohito the mysterious "Sugest you atack Purl Harbur" telegram.

His first car was a 1929 Austin 7 tourer. This was given a rigerous test before being purchased, then after money had changed hands the car ran its bearings on the way home.

Cedric joined the B.S.C.C. in its earliest days, back in 1954 when it had 80 odd members. His first competition car was a 1949 Morris Minor with modified head, carburettors and the exhaust was made from a toilet downpipe. This car was called "The Mustang" and provided bags of power, even out-acclerating a one up Austin A50 to the Story Bridge when the Morris was groaning under the weight of five people. Used for rallies the Morris won its class on a Memorial Rally, and was used to compete on Courier Mail rallies of 200-300 miles in length.

Then Cedric fell out of the club as he was driving big trucks interstate. He used International Tippers and Trailers, and Ford Tippers. After years of domination by the English market Cedric sold the first Kenworth to Shell Australia. He was also a demonstrator for Letanuer-Westinghouse, driving their rubber tyred earthmovers.

Whilst Cedric wad working for Volvo he found himself driving an 1800cc wagon for them as service car on the last Ampol Trial. This was a hectic 10 days during which time they snatched 3 hours sleep. The other service vehicle was an F100 that become unstable over 75mph so the Volvo was forced to do most of the work for the 3 Volvo team cars. They averaged 81mph between Mt Isa and Townsville, and that included dropping a Monaro out of the slipstream when they cleverly boxed it in behind 3 girls in a Renault. After a couple of scares with unlit cane trains up north, the mechanic was too frightened to leave Cairns, and only got back into the car with Cedric after some persuasion.

When Daihatsu arrived in Australia in 1975, and Off Road racing made its first appearance, Cedric rejoined the club and began campaigning the cars that he sells. First of all the early 1000cc Daihatsu, then when it became available the Toyota 12R engined 1600cc Ute that he now uses. Since then he has had at least a dozen class wins, only

missing out on the big one, Goondiwindi, last year. On the last event at Amberley he was somewhat startled to be buzzed by the Channel 7 helicopter and promptly fell into a tree. The course was a trifle rougher than usual and during the day the Daihatsu lost its muffler and bonnet catch. It also had something go wrong with a hub I think as one corner was very oily. Cedric has no trouble with the Ute's frame but occasionally with things like springs and shockies. At Amberley it overtook a 258 c.i. Jeep CJ uphill, to the consternation of its occupants.

On the road Cedric has been mainly Ford orientated but he did have 6 months in a 6.3 litre V8 Mercedes, this gave the same performance as a series 3 GTHO, but in rather more comfort.

So that's Cedric Loy, the most hair-raising sight in Off Road today. If you want to talk Daihatsu Off Road then ring Cedric at Multidrives on 48 8822.

Congratulations

To Townsville members Dave Guyatt and Richard Kelly who partnered Ian McCubbin to the finish of the Repco Reliability Trial, we'd be very interested in a report of your adventures chaps.

Major Forthcoming Event

Goondiwindi Enduro bigger, better than ever &

Queensland's premier Off Road event, held annually each October, is to receive a new sponsor, and retain an old one! The "BP Munroe Wylie 400", as the event will now be known, will be sponsored by BP Australia, who were involved in the past two years, and Munroe Wylie, who replace Off Road Magazine as co-sponsors.

The BP Munroe Wylie 400 will be conducted on the 136,000 acre "Kindon" property, 50km North East of Goondiwindi, on the weekend of October 6th and 7th.

Organised by the Brisbane Sporting Car Club and directed by Garry Connelly, the event will consist of four laps of a very demanding 100km circuit.

Officials expect in excess of 100 entries from Off Road enthusiasts over Australia.

This year competitors will be permitted to carry out a reconnaissance of the route on the afternoon of Saturday October 6th. This will be done in the interests of safety and to assist in overcoming any navigational problems which may arise in the first competitive section of the event, which commences at 1.00am Sunday.

In order to determine starting positions a "Prologue" will be conducted, also on the afternoon of Saturday 6th. Competing vehicles will be timed over a 5km section of the course, and starting positions will be allocated in order of time taken over the "Prologue".

With the increased involvement this year of BP Australia, Munroe Wylie Shock Absorbers, and TAA, prizemoney and awards will exceed \$5,000. There will be six classes catering for buggies, four wheel drives, and modified sedan vehicles.

We need all the help we can get to make this event a success, so if you can help the club ring Garry Connelly on 221 6899.

329 MEMBERS !

A warm welcome is extended to the following new members who joined the club during the last month to bring our total membership to a record 329:

Nigel Chilton	.....	Durack
Ron Dormer	.....	Kingston
Ralph Gehrman	.....	Chelmer
Arthur McFarlane	.....	Inala
David Martin	.....	Clayfield
Rob Reardon	.....	Aspley
Ruth Smith	.....	Greenslopes (Associate)
Gary Tischer	.....	Boondall

Forthcoming Event

Day run, motorkhana and barbecue at Maryvale

As a pleasant change from the usual hurly-burly of club competition John Hall and Warren Tegg are putting together a days outing. It will start from the clubrooms at 8a.m. on Sunday, September 9th and finish at the pub in Maryvale whose licensee has a son in the club - the plot thickens, but thats a cornflour of a different colour. The day will feature a day run and motorkhana but it'll be one of those days where the competition is of secondary importance as long as the steaks are hot and the beer cold.

M. G. Car Club Hillclimb

The MGCC are running another of their very popular hillclimbs at the heart in the mouth Mt Cotton course. BSCC members will be very welcome and regulations and entry forms should be with Jeff Tremain now.

General Meeting

On the rare fifth Wednesday of the month (August 29th) the club is having an equally rare General Meeting. These meetings act as a forum between the committee and the members, so come along and put your view, it could be your chance to get the screaming dickhead who edits the magazine the sack.

I'm struggling to fill this the sheet finale (for our French readers).

Finance Sub-Committee meeting

Tuesday 11th September sees another meeting of this popular sub-committee.

THRILL to the Swiss bank numbers !!!

GASP at the cost of the clubnight snaxs !!!

See Charley Blake vote himself a cool half million
(in Confederate money) !!!

BOGGLE at the economic skill !!!

This is an event to which your not invited, don't go, KEEP OUT,
S T A Y A W A Y (and if that does'nt bring the crowds in nothing will).

Purga Creek Enduro

19th August 1979

These are a few short (and probably inaccurate) notes made by me on the day of the event, plus the results summary. Next month no less than that literary doyen of the Odd Roding scene, Greg Chalk will be giving us another of his informative and witty articles.

The course was reckoned to be somewhat rough in places, winning co-driver Guenter Schmied fearing for his rib cage. This contributed to the very high retirement rate, only 35% finishing. Those people who took the trouble to come to the tent and tell us what had happened to them reported the following. I've got Paul Watkinson/Burt Goostrey down as a broken diff and a broken gearbox, it must have been a hell of a landing. Col Wilton and Mick Norris in a sandmaster-Zetron broke an axle, the Sandmaster of Ed Hopkins and Patrick Whyte broke its gearbox; as did the Kelpie Buggy of Steve Blackburn and Peter Gartshore. Ian Bond and Marianne Bond were out for the first-time in their new 1970cc Chenoweth but it first of all broke a C.V. joint, then its engine caught some bronchial trouble. After lying second in class 2 Mark Forster and Stephen Flux broke the diff. Another new car/new crew Bruce Borchardt and Peter Itzstein pulled a tie rod out of their Cheetah. Terry Conneely and Peter Spring hit a stump with their K.E.V.W. Special. Unable to match the pace of Class 3 winners Peter Ford and Greg Osborne who were really flying, John Herbert and Trevor Crickitt broke an engine mount whilst in pursuit in their Oz East Buggy. Paul Swenson and Gary Tischer lasted almost till the end then their Jeep CJ-7 did a couple of laps sounding like the hammers of hell, before retiring with a holed sump. Neville Taylor and Nicholas Reeves hit a tree with their VW Baja, not too much damage we hope.

Other retirements were Col Leavey/David Ennenden, Greg Chalk/Maxwell Castles, Barry Mellor/Donald Rea, Owen Patterson/Wayne Kent, and Michael O'Brien/Tim McMahon.

Special mention must go to the cars driven by the girls. Desley Collins did a very nice job in the Southern Cross Buggy with Michael Collins navigating, whilst the most improved driver award would go to Debbie Chadwick and Heather Graham who came so near yet had the engine go off at the last moment, most amazing of all Debbie pulled in because she saw the oil pressure go down, now when TIMS rallied the Civic she used to adjust the guages so that she could see her face in them. And talking of Civic's the one driven on the event by Wayne Poulton and Paul McGarry looked and sounded super, the one car I really fancied having a go in. Once again the biggest fright was provided by Cedric Loy, he threw the Daihatsu utility into the final 90 right at enormous speed, then a bump lifted the vehicle feet into the air and deposited it in the bush, luckily that spot was free of trees and spectators and Cedric survived to win his class again. There's nothing we can say about George Croucher and Guenter Schmied that hasn't been said already, the one crew who give the impression of being dedicated and professional. "On his nob" Bob (Baird) actually stayed away from the scenery to finish second, their Mike Davis navigated Southern Cross Buggy getting a bit slower as the day progressed and Bob began to have visions of seeing the finish from the track. Winners of Class 2 were ~~XX~~ (its not much fun being an idiot) ...were Steve Parbe and John Dwyer in their Southern Cross Buggy. Les Poole prayed for something to break on his Bush Brumby so he could protect pretty blond navigator Debbie England, however to his horror the car came in 8th

overall and second in class. Second in class 2 were Ron Wilson and B.R. Bellairs whilst the last finisher home was John Hinz and Bill Hinz in their big Toyota Landcruiser.

Once again the Off Road section turn on an exciting and enthralling event, how much better it would have been had there been more of them for longer out on the track.

Loop 1

1	Croucher/Schm	23.31	1	10	Poole/Engl	28.34	3	19	Patterson/K	31.08	2
2	Watkinson/Goo	24.25	1	11	Loy/Loy	28.43	4	20	Taylor/Reev	31.17	4
3	Wilton/Norris	24.28	1	12	Collins/Co	29.26	1	21	Hinz/Hinz	31.22	4
4	Hopkins/Whyte	24.49	1	13	Meller/Rea	29.35	2	22	Borchardt/I	31.45	2
5	Wilson/Bellai	26.59	2	14	Forster/Fl	29.36	2	23	Leavey/Elle	33.36	1
6	Baird/Davis	27.21	1	15	Barbe/Dwye	30.21	2	24	Swenson/Tis	34.56	4
7	Ford/Osborne	27.23	3	16	Herbert/Cr	30.23	3	25	O'Brien/McM	38.53	4
8	Conneely/Spri	27.36	2	17	Poulton/Mc	30.31	4				
9	Chalk/Castles	28.28	2	18	Chadwick/G	30.59	3				

Loop 2

1	Wilton/Norris	25.48	1	8	Poole/Engl	29.25	3	15	Poulton/McG	32.31	4
2	Wilson/Bellai	25.51	2	9	Loy/Loy	29.27	4	16	Hinz/Hinz	32.56	4
3	Baird/Davis	26.03	1	10	Forster/Fl	29.54	2	17	Leavey/Elle	43.35	1
4	Conneely/Spri	26.07	2	11	Croucher/S	30.26	1	18	Swenson/Tis	43.41	4
5	Chalk/Castles	26.10	2	12	Borchardt/	31.33	2	19	Herbert/Cri	44.40	3
6	Collins/Colli	26.40	1	13	Chadwick/G	31.41	3				
7	Ford/Osborne	26.57	3	14	Barbe/Dwyer	32.17	2				

Positions after 2 Loops

1	Wilton/Norris	50.16	1	8	Collins/Co	56.06	1	15	Borchardt/I	63.48	2
2	Wilson/Bellai	52.50	2	9	Poole/Engl	57.59	3	16	Hinz/Hinz	64.18	4
3	Baird/Davis	53.24	1	10	Loy/Loy	58.10	4	17	Herbert/Cri	75.03	3
4	Conneely/Spri	53.43	2	11	Forster/Fl	59.30	2	18	Leavey/Elle	77.11	1
5	Croucher/Schm	53.57	1	12	Barbe/Dwye	62.38	2	19	Swenson/Tis	78.37	4
6	Ford/Osborne	54.20	3	13	Chadwick/G	62.40	3				
7	Chalk/Castles	54.38	2	14	Poulton/Mc	63.02	4				

Loop 3

1	Croucher/Schm	23.16	1	7	Chalk/Cast	27.45	2	13	Barbe/Dwyer	34.37	2
2	Baird/Davis	24.58	1	8	Forster/Fl	29.34	2	14	Hinz/Hinz	34.59	4
3	Ford/Osborne	25.13	3	9	Loy/Loy	29.58	4	15	Poulton/McG	37.32	4
4	Wilton/Norris	25.58	1	10	Chadwick/G	30.24	3	16	Swenson/Tis	39.45	4
5	Collins/Colli	26.00	1	11	Borchardt/	31.05	2	17	Herbert/Cri	46.17	3
6	Wilson/Bellai	26.56	2	12	Leavey/Elle	32.58	1	18	Poole/Engla	52.46	3

Positions after 3 Loops

1	Wilton/Norris	76.14	1	7	Chalk/Cast	82.23	2	13	Hinz/Hinz	99.17	4
2	Croucher/Schm	77.13	1	8	Loy/Loy	88.08	4	14	Poulton/Mc	100.34	4
3	Baird/Davis	78.22	1	9	Forster/Fl	89.04	2	15	Leavey/Elle	110.09	1
4	Ford/Osborne	79.33	3	10	Chadwick/G	93.04	3	16	Poole/Engl	110.45	3
5	Wilson/Bellai	79.46	2	11	Borchardt/	94.53	2	17	Swenson/Ti	118.22	4
6	Collins/Colli	82.06	1	12	Barbe/Dwye	97.15	2	18	Herbert/Cr	121.20	3

Loop 4

1	Baird/Davis	23.44	1	6	Wilson/Bel	27.23	2	11	Hinz/Hinz	33.44	4
2	Croucher/Schm	24.51	1	7	Forster/Fl	28.53	2	12	Barbe/Dwyer	33.46	2
3	Ford/Osborne	25.17	3	8	Loy/Loy	29.47	4	13	Swenson/Tis	36.10	4
4	Collins/Colli	25.46	1	9	Chadwick/G	29.56	3				
5	Chalk/Castles	25.55	2	10	Poole/Engl	29.59	3				

Positions after 4 Loops

1	Croucher/Schm	102.04	1	6	Chalk/Cast	108.18	2	11	Hinz/Hinz	133.01	4
2	Baird/Davis	102.06	1	7	Loy/Loy	117.55	4	12	Poole/Engl	140.44	3
3	Ford/Osborne	104.50	3	8	Forster/F	117.57	2	13	Swenson/Ti	154.32	4
4	Wilson/Bella	107.09	2	9	Chadwick/	123.00	3				
5	Collins/Coll	107.52	1	10	Barbe/Dwy	131.04	2				

Loop 5

1 Croucher/Schmi	23.18	1	5 Ford/Osborn	27.25	3	9 Forster/Fl	32.27	2
2 Baird/Davis	24.27	1	6 Chadwick/Gr	30.21	3	10 Poole/Engl	33.17	3
3 Collins/Collin	25.59	1	7 Loy/Loy	30.42	4	11 Hinz/Hinz	33.21	4
4 Wilson/Bellair	16.58	2	8 Bond/Bond	30.50	1	12 Barbe/Dwye	34.11	2

Positions after 5 Loops

1 Croucher/Schmi	125.22	1	5 Wilson/Bell	134.07	2	9 Barbe/Dwy	165.15	2
2 Baird/Davis	126.33	1	6 Loy/Loy	148.37	4	10 Hinz/Hinz	166.22	4
3 Ford/Osborne	132.15	3	7 Forster/Fl	150.24	2	11 Poole/Eng	174.01	3
4 Collins/Collin	133.51	1	8 Chadwick/G	153.21	2			

Loop 6

1 Croucher/Schmi	23.22	1	5 Poole/Engla	27.58	3	9 Loy/Loy	30.49	4
2 Baird/Davis	25.07	1	6 Collins/Col	29.03	1	10 Hinz/Hinz	35.17	4
3 Ford/Osborne	27.34	3	7 Chadwick/Gr	29.33	3			
4 Wilson/Bellair	27.49	2	8 Barbe/Dwyer	29.59	2			

Positions after 6 Loops

1 Croucher/Schmi	148.44	1	5 Collins/Col	162.54	1	9 Hinz/Hinz	201.39	4
2 Baird/Davis	151.40	1	6 Loy/Loy	179.26	4	10 Poole/Eng	201.59	3
3 Ford/Osborne	159.49	3	7 Chadwick/G	182.54	3			
4 Wilson/Bellair	161.56	2	8 Barbe/Dwye	195.14	2			

Loop 7

1 Croucher/Schmi	22.55	1	4 Wilson/Bel	27.39	2	7 Barbe/Dwye	30.58	2
2 Ford/Osborne	25.00	3	5 Poole/Engla	28.12	3	8 Loy/Loy	31.06	4
3 Baird/Davis	25.34	1	6 Collins/Col	29.08	1	9 Hinz/Hinz	41.46	4

Results

1st	George Croucher / Guenter Schmied	VW Cheetah	171.39	1st Class	1
2nd	Bob Baird / Mike Davis	Southern Cross Buggy	177.14	2nd Class	1
3rd	Peter Ford / Greg Osborne	Cheetah	184.49	1st class	3
4th	Ron Wilson / B. R. Bellairs	VW Cheeta	189.35	1st Class	2
5th	Desley Collins / Michael Collins	Sth.+ Buggy	192.02	3rd Class	1
6th	Cedric Loy / Geoffrey Loy	Daihatsu Bility	210.32	1st Class	4
7th	Steve Barbe / John Dwyer	Southern Cross Buggy	226.12	2nd Class	2
8th	Les Poole / Debbie England	Bush Brumby	230.11	2nd Class	3
9th	John Hinz / Bill Hinz	Toyota Landcruiser	243.25	2nd Class	4

Fastest Laps

1 Croucher/Schmi	22.55	1	10 Conneely/Sp	26.07	2	19 Bond/Bond	30.50	1
2 Baird/Davis	23.44	1	11 Poole/Engla	27.58	3	20 Borcharat/	31.05	2
3 Watkinson/Goos	24.25	1	12 Loy/Loy	28.43	4	21 Patterson/	31.08	2
4 Wilton/Norris	24.28	1	13 Forster/Flu	28.53	2	22 Taylor/Ree	31.17	4
5 Hopkins/Whyte	24.49	1	14 Chadwick/Gr	29.33	3	23 Hinz/Hinz	31.22	4
6 Ford/Osborne	25.00	3	15 Meller/Rea	29.35	2	24 Leavey/Ell	32.58	1
7 Collins/Collin	25.46	1	16 Barbe/Dwyer	29.59	2	25 Swenson/Ti	34.56	4
8 Wilson/Bellair	25.51	2	17 Herbert/Cri	30.23	3	26 O'Brien/Mc	38.53	4
9 Chalk/Castles	25.55	2	18 Poulton/McG	30.31	4			

Sextanaginal Survey

		1	2	3	4	5	6
Croucher/Schmied	1)	5	1				
Baird/Davis	1)	1	3	2			1
Wilton/Norris	1)	1		1	1		
Ford/Osborne	3)		1	3		1	
Wilson/Bellairs	2)		1		3	1	2
Watkinson/Goostrey	1)		1				
Collins/Collins	1)			1	1	1	3
Hopkins/Whyte	1)				1		
Connelly/Spring	2)				1		
Chalk/Castles	2)					2	
Poole/English	3)					2	
Chadwick/Graham	3)						1

PS. We received a very nice piece on the Haydn Sargeant Show on Channel 7 Monday night, both Dave and Debbie Chadwick being interviewed plus some good shots of Cedric Loy, George Croucher and Ian Bond amongst many.

COMING EVENTS

- Wed 15 Aug Off Road night at the clubrooms
- Sun 19 Aug BSCC Purga Creek Enduro (closed off-road event)
- 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 QMSC open rally
- Sun 2 Sep MGCC closed hillclimb, BSCC invited
- Tue 4 Sep Committee meeting
- Wed 5 Sep Feature film night at the clubrooms
"Sunday Too Far Away" starring Jack Thompson
Admission adults \$2.00, children free
- Sun 9 Sep Day run, motorkhana and barbecue at Maryvale
- Tue 11 Sep Finance Sub-committee meeting
- 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
Scrutineering for Yokohama Warana Rally
September Magazine publication date
- Sat 22 Sep BSCC Yokohama Warana Rally (QRC 4)
- Wed 26 Sep Night run organised by Charlie Blake & John Blake
- Sun 30 Sep Hardie Ferodo 1000
- Tue 2 Oct Scrutineering for BP Monroe Wylie 400
- Wed 3 Oct Table-top rally organised by Allan Lawson
- Fri 5 Oct Scrutineering for BP Monroe Wylie 400
- Sun 7 Oct BP Monroe Wylie 400
- Tue 9 Oct Committee meeting (one week later than usual)
- Wed 10 Oct Open night at the clubrooms
- Sat 13 Oct Start Southern Cross Rally
October Magazine closes. Late items to Pete Smith,
15 Laurel Street, Woodridge 4114
- Wed 17 Oct Off Road night at the clubrooms
October Magazine publication date

THE MUFFLER SHOP

ESTABLISHED 1966

246 LOGAN ROAD

STONES CORNER

PHONE

391 5384

■■■■■■■

EXHAUST SYSTEM SPECIALISTS
ON BOTH SIDES OF THE RIVER

■■■■■■■

BREAKFAST CREEK

27 SANDGATE ROAD

PHONE

262 4840



"Manufacturer of Hide and Skin Products"

Swagman

HIDE PRODUCTS

WE SPECIALISE IN TAILORED SHEEPSKIN CAR SEAT
COVERS FOR EVERY MAKE OF VEHICLE . . .

Also Universal Type Covers Available

20% discount to all club members

CALL GLYNN ON — 379 1559 —

762 BUNDEE ROAD OXFORD

Don't you know it's magic? THE New Mazda 626.



mazda



THE RALLY COMBINATION. MAZDA & STONES CORNER MOTORS & MAZDA SPRINGWOOD.

— SUPPORT THE COMPANY THAT SUPPORTS THE CLUB —

For Personal Attention: HANK KABEL 208 4333. After Hours: 302617.



Volkswagen Spares



Mazda Spares



Leyland Spares



Subaru Spares



Suzuki Vehicle Spares

We deliver **TWICE DAILY**

Colin Clacy for VOLKSWAGEN.....	349 4166
Doug Barbe for MAZDA	343 4344
Chris Gulliver for SUZUKI, MAZDA	208 4333
Colin Clacy for SUBARU	349 4166
Colin Clacy for LEYLAND.....	349 4166

THE AC
GROUP OF
COMPANIES



AUTO CENTRE STONES CORNER MAZDA CENTRE SUZUKI AUTO CENTRE
PTY. LTD. MOTORS PTY. LTD. SPRINGWOOD SPRINGWOOD LEYLAND