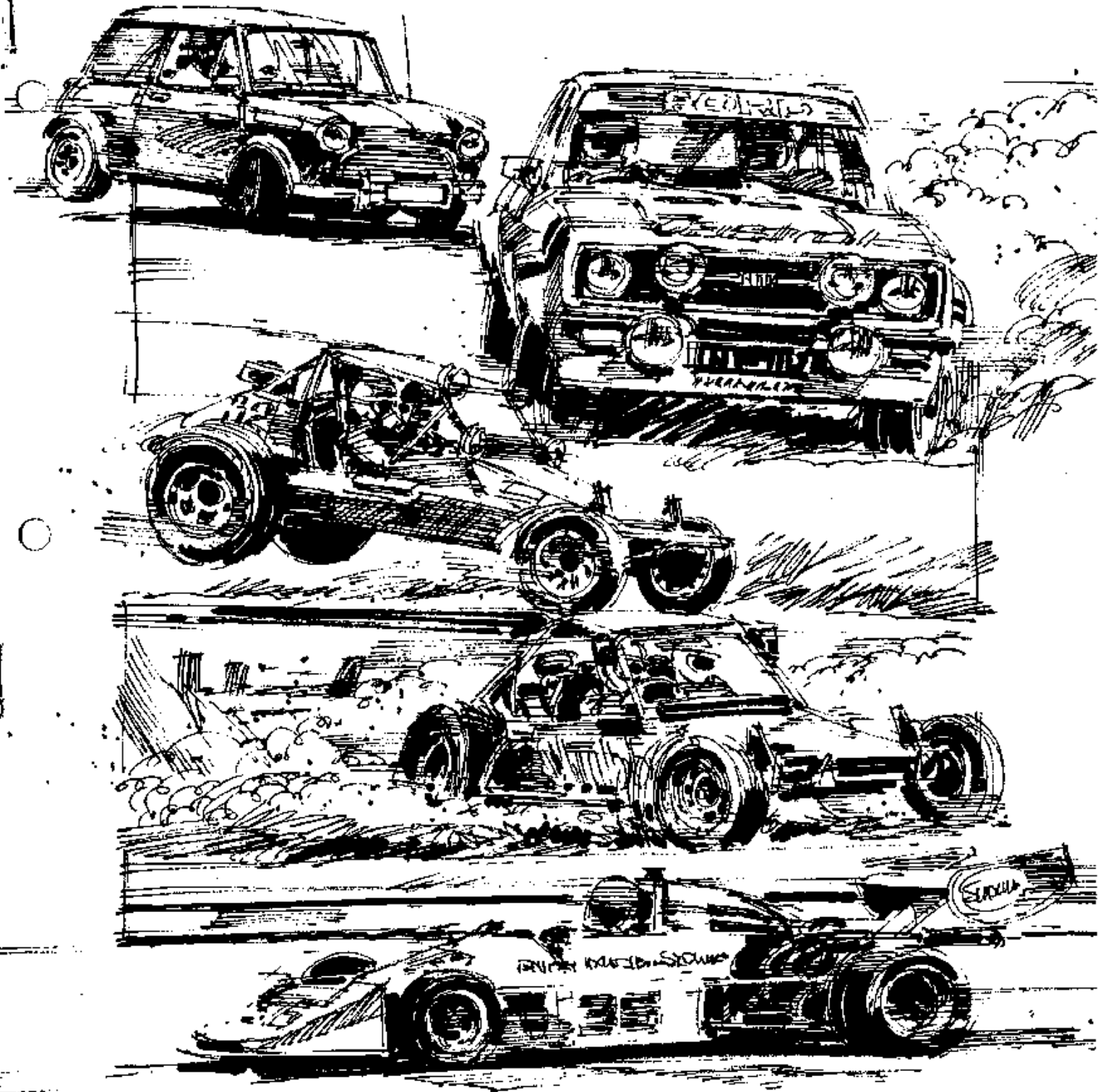




# BRISBANE SPORTING CAR CLUB MAGAZINE

Registered for posting as a publication – Category B

SEP 1979



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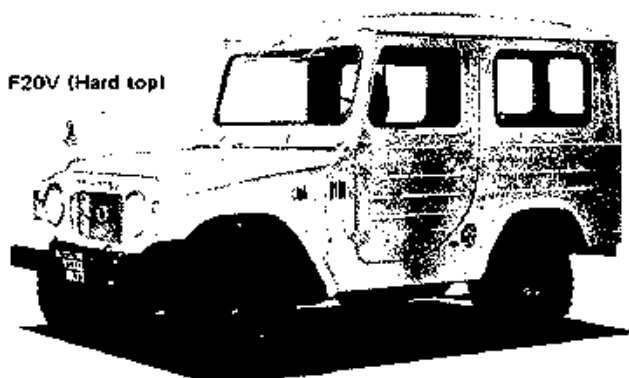
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## Brisbane Sporting Car Club

Magazine - September 1979

### Editorial

This edition of the magazine may or may not be a week late, its all in accord of whether the covers can be printed instantly, or whether we have to wait for them.

Next months magazine will definitely be late as we will be in Port Macquarie on the proper publication date, so it will be out on October 24th, I bet you can't wait eh !

I was all prepared to castigate you all for not writing anything then we received Wayne Herdys magnificent story of the Repco, and several lots of results - before these arrived the magazine consisted of 4 dull pages. (Now its 12 dull pages)

After a quiet month everything happens at once, we have the Yokohama - Warana Rally, Hardie-Ferodo, Goondiwindi, Southern Cross Rally and the Clubs round of the Queensland Motorkhana Championship all on successive weekends, plus the October 3rd Table - Top Rally, and the 26th September Night Run organised by the Night Run king - Charlie Blake, with son John doing all the graft. A Busy month - next months rag should contain all the news and results.

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### Major Forthcoming Event

BP Monroe Wylie 400

Goondiwindi - Sunday October 7th

#### Former Champion for BP Monroe Wylie 400

Former Australian Touring Car Champion Ian ("Pete") Geoghegan will compete in this year's BP Monroe Wylie 400, to be held near Goondiwindi on October 7th 1979. Geoghegan will drive a Jeep Cherokee in a bid to not only win the four wheel drive class, but to take outright honours. If he does so, it will be the first time in Australian Off Road Racing that a four wheel drive has been victorious over the specially designed "buggy" type machines that have dominated the sport since its inception.

Geoghegan will find himself up against some strong-competition in the four wheel drive class from the Sydney based O.M.E. Racing Team Jeep 351 and Brisbane's Cedric Loy in an extremely fast and reliable Diahatsu.

Event Director Garry Connolly has described this years 400km course as possibly more demanding than previous years, and expects the competition pace to be faster than in 1978. Connolly has just completed the route survey in a Thies Toyota Landcruiser and the organising committee has decided to allow competitors to carry out a reconnaissance of the course prior to the start of the event.

Spectators will especially be catered for at this year's event, with more spectator points, easier access and a chance to view the event from the Rescue Helicopter being provided by the event sponsors B.P. and Monroe Wylie Shock Absorbers.

The Brisbane Sporting Car Club has limited entries to a maximum of

100 and anticipates that this limit will be reached well before the closing date for entries on September 25th.

The event will be held at "Kinson" property which is located near Wyaga on the Goondiwindi - Millmerran Road. Spectators will be admitted from noon Saturday, October 6th.

For further information, and we do need as many helpers out on the weekend as possible, contact Garry Connelly on 221 6899.

---

### Jiminy Crickitt !!!

A welcome addition has arrived at the home of Trevor and Sue Crickitt, a bouncing baby girl arriving as an action of the Stork (Storch Guenther). Congratulations all round, in Albania its considered very lucky to send rubbishy magazine editors a case of Great Western on occasions like this.

---

### For Sale

#### Torana Rally Car

Complete XU4 Mechanicals - 202 Motor - Limited Slip Diff - Full Alloy Rollage - Rainsford Full Harness Four Point Seat Belts - Two Cibie H4 and Two Cibie Super Oscars - Dural Sump Guard and Fuel Tank Guard - Fourteen wheels and Tyres - Halda Twinmaster - Hydraulic Handbrake - Koni Shockabsorbers - 55amp Bosch Alternator.

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Major Forthcoming Event (If the magazine has come out a week late you can ignore this part)

#### Yokokama Tyres - Warana Rally

22/23rd September 1979

A top organising team comprising Fred Thompson, Peter Marshall, Tony Hazeldine and a host of others are bringing you this event and they could do with more help - its not too late to phone Fred on 371 4977.

Two Divisions - Division break at Imbil - 4th round of the Queensland Rally Championship - starts Chermside Shopping Centre with special \$60 motorkhana at 3pm - cash awards up 20% on last years top rate figures - 500km ultra-competitive with no section over 35km - short transports - spectator instructions at the start - special T shirt available.

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#### Table Top Rally - October 3rd

Always presuming that I had the facts right but the date wrong last month, Allan Lawson has offered as first prize for this event a book of tickets in the Multiple Sclerosis Art Union, for which the first prize of course is a Datsun Stanza rally prepared by Murray Coote, so its all on at the Clubrooms on October 3rd.

Queensland Motorkhana Championship Round 5

Renault Car Club Qld.

As nobody has said, written or as much as intimated anything about this event I'll have to produce a universal report.

members of the Brisbane Sporting Car Club gathered for this championship event. It was run on a \_\_\_\_\_ day at \_\_\_\_\_

The weather was \_\_\_\_\_ and most people had some trouble with \_\_\_\_\_ doing with \_\_\_\_\_

\_\_\_\_\_ when he got his \_\_\_\_\_ stuck? While the event was generally well organised we think that the \_\_\_\_\_ could have been improved.

Test 1

1 P Griffin	F	33.8	1
=13 P Stephens	C	40.0	1
15 I Fink	B	40.1	1
16 L Drummond	C	40.3	2
=19 C Harbeck	C	41.8	3
21 N Heales	C	42.5	4
22 K Bosboom	B	43.0	4
23 G Adair	D	43.4	1
25 H Bosboom	D	46.2	2

Test 2

1 Phil Griffin	F	29.5	1
=10 Ian Fink	B	33.0	= 1
17 Lee Drummond	C	35.0	1
=18 Ken Bosboom	B	35.1	3
Chris Harbeck	C	35.1	2
20 Harry Bosboom	D	35.4	1
22 Noelle Heales	C	36.8	3
25 Phil Stephan	C	38.0	4
26 Graeme Adair	D	40.4	2

Test 3

1 Phil Griffin	F	33.9	1
=11 Lee Drummond	C	41.1	1
13 Noelle Heales	C	42.8	2
14 Chris Harbeck	C	44.1	3
16 Phillip Stephan	C	45.2	4
19 Graeme Adair	D	46.8	1
21 Harry Bosboom	D	49.8	2
=22 Ian Fink	B	51.2	=3
Ken Bosboom	B	51.2	=3

Test 4

1 Phil Griffin	F	32.1	1
15 Ian Fink	B	36.4	2
16 Lee Drummond	C	36.8	1
17 Chris Harbeck	C	37.2	2
=18 Ken Bosboom	B	37.4	=3
20 Noelle Heales	C	39.2	3
21 Phil Stephan	C	39.5	4
22 Graeme Adair	D	39.8	1
26 Harry Bosboom	D	44.8	2

Halfway Positions

1 Phil Griffin	F	129.3	1
12 Lee Drummond	C	153.2	1
15 Chris Harbeck	C	158.2	2
16 Ian Fink	B	160.7	2
17 Noelle Heales	C	161.3	3
18 Phil Stephan	C	162.7	4
21 Ken Bosboom	B	166.7	3
24 Graeme Adair	D	170.4	1
25 Harry Bosboom	D	176.2	2

Test 5

1 Greg Wolski	F	20.5	1
6 Ian Fink	B	23.4	1
=10 Lee Drummond	C	24.5	1
=14 Ken Bosboom	B	25.1	= 2
16 Chris Harbeck	C	25.6	2
18 Graeme Adair	D	27.2	1
=20 Phil Stephan	C	27.5	5
Noelle Heales	C	27.5	4
22 Harry Bosboom	D	28.6	2

Test 6

1 Png McCloy	F	19.8	1
11 Ian Fink	B	25.3	1
=12 Chris Harbeck	C	26.5	1
14 Phil Stephan	C	28.4	2
16 Harry Bosboom	D	28.9	1
17 Lee Drummond	C	29.4	3
20 Ken Bosboom	B	29.9	4
22 Graeme Adair	D	30.6	2
23 Noelle Heales	C	34.4	4

Test 7

= 1 Phil Griffin	F	37.1	= 1
8 Ian Fink	B	40.6	1
=17 Chris Harbeck	C	43.3	1
19 Noelle Heales	C	47.0	2
20 Lee Drummond	C	47.6	3
=22 Ken Bosboom	B	48.3	= 4
24 Phil Stephan	C	52.0	4
=25 Harry Bosboom	D	63.5	= 1
Graeme Adair	D	63.5	= 1

Test 8

1 Greg Wolski	F	27.0	1
6 Lee Drummond	C	30.3	1
12 Phil Stephan	C	33.8	2
13 Ian Fink	B	34.2	1
=16 Chris Harbeck	C	35.6	3
20 Graeme Adair	D	37.4	1
21 Ken Bosboom	B	38.9	5
23 Noelle Heales	C	41.2	4
25 Harry Bosboom	D	50.0	2

Results

1 R McCloy	F	238.7	1
13 Ian Fink	B	284.2	1
14 Lee Drummond	C	285.0	1
16 Chris Harbeck	C	289.2	2
17 Phil Stephan	C	304.4	3
21 Ken Bosboom	B	308.9	5
22 Noelle Heales	C	311.4	4
23 Graeme Adair	D	329.1	1
26 Harry Bosboom	D	347.2	2

## A Worms Eye View of the Repco Reliability Trial

by Wayne Hardy

Friday 3rd August, 1979. 8p.m. Melbourne Showgrounds. The man at the microphone is saying "We don't want you to come back to us complaining that the event was too hard. It is."

The speaker is Stewart McLeod, and he is preparing some 500 competitors for what promised to be the longest, hardest, fastest marathon car rally ever, one which circumnavigated Australia along highways and station tracks, through bogs and sandy creek beds, across deserts and mountain passes. The trial was intended to eliminate 75% of the field: despite some canny cut-and-runs and ingenious bush mechanical repairs, more than half the field fell by the wayside and only a handful of those who finished showed no evidence of major damage.

The result is now well known: the HDT Commodore came home one, two, three, but the General paid dearly for its victory, even if you believe only half of the stories of the incredible extent of repairs his cars underwent. The moral of his story: a rally tuned Commodore (body panels and engine block almost the same as your standard production model, not much else even closely resembling the original) is Australia's most reliable vehicle, if you have a dozen full-time mechanics and \$100,000 per week to keep the thing on the road. I don't think he proved much else.

For a small time entry like No. 131, the trial was to be just a huge piece of fun, and the adventure of a lifetime. Starting with a shoe string budget and a beat up wreck of a worn-out family car (a Peugeot 504, admittedly, but a very sad one), twelve months of planning and occasional evenings put in voluntarily by a single mechanic and a handful of enthusiastic amateurs (am I allowed to put in a free plug for the Peugeot Car Club of Queensland?) finally looked like coming to fruition when our intrepid adventurers set off on Sunday 5th August, to the still enthusiastic cheers of the great unwashed cluttering the trotting ring of the Melbourne Showgrounds. By the time we returned there some 2 weeks and 20,000km later, we had worn out 8 tyres (didn't Colin Bond have 250?), replaced 5 sets of rear shock absorbers (HDT reputedly had 37 front end changes), buckled and torn a few floor panels with torsional forces (did you see the mangled remains of Portman's Datsun after its 3rd roll?), and maybe had a bit of bother closing the doors (well nobodys perfect). We were also very, very dirty and possibly a trifle weary, and is this an appropriate place to mention that we were 38th? Had'nt really been trying you know.

The first transport stage gave an indication of what was in store for us: we sat on the speed limits, but stopped 5 minutes for petrol and so came in to control 2 minutes late. Over the next few days, the pace quickened, and by the time we reached Darwin any competitor observing speed limits was courting disaster in loss of late time. After our fifth change of rear shock absorbers in Port Hedland, we sat on top speed to cut and run all the way into Darwin and still barely scraped into control by the seat of our knickers (an aside for the more faint hearted: please read "by the skin of our teeth").

The biggest disappointment of the whole event was the fiasco of the first trial stage: the first 30 or so cars had a lovely clean run, while the rear half of the field faced an impassable bog. The local farmer with his two tractors had a diplomatic way of extracting his \$30 fee: he would stop in the middle of the muck and remind the

driver that he wasn't awake at 2 a.m. because of his love of motor sport. While I accept it as part of rallying that the front runners cut up the turf and slow down the hind runners, the particular patch exaggerated the disparity between the works teams and the privateers to such an extent that there was strong feeling that an allowance should have been made for the unfavourable conditions: it would have been nice to see the next division open with the field running over an equally boggy track in reverse order. Such an emergency procedure has no place in minor events but in an event of such magnitude would have narrowed the gap created by the fortunes or otherwise of an arbitrary starting position. It would have been a delight to watch Brock and Co floundering through the mess that us little blokes had minced up.

Just to convince us of their efficient organization, the officials at Adelaide lost my control card and couldn't give us a time out. We set forth in second last position in front of another Peugeot who had suffered a similar fate. ("Why do they hate Frog cars so much?" he wailed).

The wee hours of the next morning saw yours truly charging headfirst into a sandbank when the long straight west of Broken Hill dived off to the right. The resultant tobogganing slide amidst clouds of dust, until the road again managed to correct itself and returned to the path of the headlights where it should have been in the first place, was our only near miss, the only one for which I was awake anyway. At least it served the intended purpose of waking my navigator: I had really only been testing his alertness.

This area provided some of the most interesting rallying: as about the 150th car across station tracks which probably were deep dust to start with, we progressed fastest by abandoning the roads in favour of chasing pigs and emus through the saltbush with dust washing over the windscreen like surf. From here on, everything tasted of dirt and whatever we touched still bears a permanent red imprint.

At Nakrogin, we were told that the time set for the special stage had been revised: one of the locals had gone around it the day before in his Holden Ute and had cleaned it by two minutes.

Lots skip a commentary on W.A.: Prince Leonards-passage control at Hutt River was a fascinating diversion, but I'd rather forget the horror stretches of the Hammersleys, where the 4WD strategically located to bow us across a creek bed had enough troubles of his own. The Territory was like another country altogether, and rather than face a lawsuit for libel, let's pass on to Queensland - or maybe we should forget about Queensland too.

Mt Isa brought my second big disappointment: the retirement of the Cowan - Reddix Citroen, the most magnificent of the essentially private entries, was like the sinking of the privateers flagship. The other shining privateer, Geoff Portman, was still blazing away, but his third roll (and his qualification for a special R-Sover award) ended his challenge to the HDT boys (he finished a well deserved 22nd).

Shamefully, Queensland also provided big disappointment No.3: the media coverage here was pathetic compared with the Southern states. A month before the event, our approach to prospective sponsors met a reply like "What trial?". During the event, my sainted aunt in Melbourne always knew where I was, but my mother in Brisbane had to phone Repco just to find out if I was still running or whether I had joined the queue for crocodile smear at Borroloola. And to hear a radio announcer declare, as the trial entered Brisbane, that only one Queensland entrant remained, was the last straw.

It was really all over bar the shouting even at Cairns, and certainly by Sydney, but even the rain, which mercifully saved us the bother of washing our car for the run through Victoria, couldn't dampen the mixed elation and let down that coloured the closing stages. It had certainly been an interesting way of driving around Australia.

One outstanding feature : for a rally that supposedly had an unpopular press image, this was certainly a popular event. Even in the smallest country towns, crowds lined the streets to wave at us, every car on the highways had a smile, and people sat in or on their cars, even in the rain, at station gates or picnic places to hail the heroes (thats us). If the adventure of the trial could touch the lives of so many Australians, who cares what the papers say about public opinion ?

A few names I'll have to mention. I must gloat over passing George Fury on a competitive stage : a precise recital of the circumstances will cost many long drinks. Meg O'Shannessy (God how does one spell that name ? Does it have a double "h" somewhere ?) played hide and seek with us all the way round, but by virtue of the oddities of trial scoring finished a long way back : she has stories of her own about Fiats front struts. The marriage of John Brysen and Sonja Kable-Cummings in Broken Hill may have delighted the media, but to me is proof positive of double insanity. I'm still getting odd looks because of the time we checked into Nulla bor control between Barth's Porsche and Rainsfords Porsche (I was supposed to be in front of both of them ?). Hans Tholstrup may be a gentleman adventurer, but I failed to see the humour in his suggestion (in Hornsby's peak hour traffic) of my being late-timed out of the Repco by Sydney traffic. I shudder to think that he was almost right. I have to sing about the unsung heroes of trials, and here am I allowed to name my service crew, super-spanner Robbie Warren of Ron Milne Motors (my reluctant major sponsor by default) and Col Bonwick whose diplomacy was the glue that kept us stuck together : to tour Australia in a Holden Ute takes more bravado than I could muster. And I'd prefer not to have to include a lament for the deaths of Norm Savilles two crew members when their Peugeot 504 rolled : despite the consternation this provoked in Brisbane people who knew us (and presumably the relatives of other 504 crews) and the cloud it cast over the event, such an outcome must be a possibility accepted by all motor sport competitors. Let there be a minutes silence.

Everybody ready now ? Let's wait a minute or two for those who aren't sure how long a minute is. With us now ? Good. How better to close with a final impression of the event than to answer the most asked question "Would you do it again ?" in response to which I must plagiarize the TV ad for home brew and reply "Oath, mate". See you at the 1982 Peking - Paris.

---

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#### For Sale

Peugeot 504, 1971 model, fully rally prepared with motor only done 25,000 km. Only been rallied once. Best Offer to Wayne Herdy, phone 289 1483 (Business Hours) may receive instant grovelling acceptance.



## Day Run, Motorkhana and Barbecue at Maryvale - Sept. 2nd

by Phillip Stephan

The day run commenced from the Woolloongabba Clubrooms at 8-a.m. and from there we proceeded along Ipswich Road to the C.I.G. at Rooklea. This was where tripmeters or haldas (depending on how rich you might be) we're zeroed. Then we went through a number of traffic lights, turned left off Ipswich Road, and headed towards Rosevale, bypassing Ipswich in the process.

The roads were mainly narrow, sealed country roads, with a couple of smooth dirt sections thrown in. We turned back onto the highway just before Cunninghams Gap, and travelled along the highway until the turnoff (or just past it, depending upon your braking ability), to the Crown Hotel.

The proprietors were well patronised while we waited for a certain son to arrive. Once he arrived our motorkhana course was set up.

Lunch consisted of steakburgers, expertly cooked by Warren abley prepared by his sister Lorraine.

We then proceeded to the motorkhana where two drivers competed simultaneously in elimination rounds. The first event was a forward and reverse slalom, this was won by Paul Cadell (Mazda 323), with Harry Bosboom (Escort 2.0) coming second. The next event was a straight slalom won by yours truly (Datsun 180B) and Paul Cadell (Mazda 323) in second place.

The classic of the day would have had to have been the "can" race, in which Boyd Ovens decided to have a go at racing a driverless car to a barbed wire fence. He lost, as the scarred bonnet of the borrowed Lancer showed. Not to be outdone, Tony Best in his Austin 7 special became connected to the fence on his way round the course. He also took a couple of fence posts with him! The runner up to this event was Peter Marshall (Galant) with Peter Aagten (Escort 2.0) taking out the honours.

The next event was another straight slalom which I was fortunate to win again, with Peter Marshall second place getter. This was the end of the 'Official' programme.

However a few grudge runs took place before the packing up was done. We then adjourned back to the Crown, and from there, on down the range.

The day run was won by the Tremain family.

Thanks to the organisers John Hall, Warren Tegg and Harry Bosboom for a great day.

---

### Iron-Age contest Results

<u>Hillclimb</u>		<u>NavRun</u>		<u>Sprints</u>		
3	Graeme Adair	132.2	10 Col Powell	19	6 Lee Drummond	181.9
5	Alan McConnell	134.9	16 Graeme Adair	26	9 Graeme Adair	186.4
10	Lee Drummond	136.6	19 Alan McConnell	28	16 Alan McConnell	194.6
11	Col Powell	137.9	21 Lee Drummond	30	19 Col Powell	196.3
25	Noelle Heales	149.3	21 Noelle Heales	30	27 Noelle Heales	207.4
<u>Motorkhana</u>		<u>Results</u>		Graeme Adair coming thi-		
4	Lee Drummond	122.0	4 Lee Drummond	470.5	rd overall in his Ley-	
7	Col Powell	137.8	6 Col Powell	491.0	land P76 at a rainy hill-	
10	Alan McConnell	143.3	9 Alan McConnell	500.8	climb was a very fine	
14	Noelle Heales	146.2	19 Noelle Heales	532.9	effort. "Car of the	
29	Graeme Adair	196.3	22 Graeme Adair	540.9	year" 1974 indeed.	

## Gib Sde Nmuloc

I see from the Sunday Mails colourful Warana Guide that the Brisbane Sports Car Club are organising a rally on the 22nd/23rd of September, I hope that the route doesn't clash with our event in the Jimna forests, all those cloth capped sports car drivers in their soft top Marinas (Sold as the MGB - but perhaps we shouldn't mock the recently deceased), Fiat X1-9s and \$2400 1967 Austin Healey Sprites (worth about \$400 in the UK but rust always has been cheaper there) could well get under foot. And whilst I'm about it when will the bumscratching ignoramus's of the media update their idea of what a rally is? I'm sure we've all seen the advert on the television where a pretty little thing gets the bums rush, because the poofster shes navigating for tells her shes got bad breath. Bloody useless isn't it! A banner across the road with "Snottown Rally - Finish" and the little cheer that goes up when the BIG cup is presented. And why, may I ask, does the Snottown Rally have an enormous great "Victorie de Rallye Monte-Carlo" type cup for a spineless day run, while the prizes I see us handing out must be unique for hideousness? (we'll exempt from that the engraved pen Laurie Tindal gave TMS for being first something or other last year). They also have a great table crowded with cups while to win anything in our club you not only have to be fast and accurate but a virgin as well, the only rebels against this are the Off Road section who magnanimously share 40 trophies between 8 finishers! Anyway I've written my own rally advertisement for "Snuggiebum Nappie Liners" (The one liner that is worth a laugh).

Location - In the woods, dawn is just breaking over a dusty road, the golden orb of the sun lies glinting in the trees, alongside the road a Honda Civic is parked, the control official is a short, fat ethnic type, his wife is Australian, very, very, Australian.

On a rising sound note a dark blue Torana XU-1 bursts into sight (stock footage of Colin Bond in 1972 - never mind the difference in car colours) the car draws to a halt. Close up of Gerry Reynolds, he removes helmet, runs fingers through hair and speaks "I'm warm and dry thanks to Snuggiebums". Pan to other side of car, close-up of Warren McKewen, he opens car door, thirty yellow cans tumble to the ground, he speaks "Bleep, bleep, bleep, I don't use Snuggiebums I'm covered in Bleep". Exit Officials holding nose. Dissolve frame to grey, superimpose misty shot of car interior during the rally, gradually heighten the shot of the car interior until we're really in there while the actions on. For about 20 seconds watch antics of crew whilst rounding rough corner, then suddenly impose a threat, something huge and ugly (see if Tony Hazeldine free for filming), both Warren and Gerry rear back in their seats, at last possible moment disaster is averted, Close-up of Warren reaching very slowly and hesitantly inside his trousers at the back, he speaks "Bleep me", Gerry smiles and speaks "Marie never lets me out if I'm not waering a Snuggiebum Nappy Liner - why don't you do the same, PLEASE". Cut to rally contrpl, Boyd Ovens, Charlie Blake and Ross Moir sing "If you find that lifes ho, hum - always use a Snuggiebum" in the background control officials wife is desperately beating something off white with a shovel. Close with symbolic shot of bare arsed Warren with stick and bundle walking past signpost to 'Coventry'. Fade to black. Total time 50 seconds, Total impact - unimaginable.

Although I won't believe it until I'm actually in with my seatbelts on, I've been offered a ride on the Goondiwindi with notable Victorian Graham Hoinville (the recipient of the CAMS award of merit 2971), the car looks like an Austin 7 and has VW front suspension, Cortina rear and is powered by a Lotus twin-cam engine, I have it on good authority that it is "the only Off Road vehicle that handles" - sounds like fun, I hope it comes off.

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BRISBANE SPORTING CAR CLUB

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Closed Motorkhana - 5th AugustOrganised by Chris Harbeck

A fine Sunday afternoon, the motorkhana started at 12.30 with Chris and crew having 2 events set up. The ground was in its usual bumpy state, but had patches of slippery mud. Luckily Ian Fink did not turn up until event 2 hence his 5th position and not 1st, every other run of his was by far the fastest. Both Graeme Adair (P76) and Harry Bosboom (Ford 2 door) did more than their usual number of WDs. It was a good day with only a small attendance, probably caused by the Darling Downs Rally the previous night.

Test 1

1 Phil Stephan	Datsun	46.0
Chris Harbeck	Mazda	48.4
2 Colin Powell	Mazda	48.7
3 Harry Bosboom	Ford	49.3
4 Ken Bosboom	Mazda	49.7
5 Paul Goopy	Mazda	49.9
6 Tony Hazeldine	Datsun	50.7
7 John Ward	Mazda	55.4
8 David Martin	Datsun	67.0
= 9 Ian Fink	VW	72.0
Peter Petherson	Honda	72.0
Graeme Adair	LeyP76	72.0

Test 2

1 Ian Fink	VW	43.8
2 Ken Bosboom	Mazda	45.5
3 Peter Petherson	Honda	45.9
4 Tony Hazeldine	Datsun	46.1
5 Phil Stephan	Datsun	46.2
6 Colin Powell	Mazda	46.5
7 Paul Goopy	Mazda	48.2
Chris Harbeck	Mazda	49.2
8 Harry Bosboom	Ford	53.3
9 John Ward	Mazda	53.9
10 David Martin	Datsun	57.1
11 Graeme Adair	LeyP76	57.5

Running Results

1 Phil Stephan	Datsun	92.1
= 2 Colin Powell	Mazda	95.2
Ken Bosboom	Mazda	95.2
4 Tony Hazeldine	Datsun	96.8
Chris Harbeck	Mazda	97.6
5 Paul Goopy	Mazda	98.1
6 Harry Bosboom	Ford	102.6
7 John Ward	Mazda	109.3
8 Ian Fink	VW	115.8
9 Peter Petherson	Honda	117.9
10 David Martin	Datsun	124.1
11 Graeme Adair	LeyP76	129.5

Test 3

1 Ian Fink	VW	26.4
2 Ken Bosboom	Mazda	27.9
Chris Harbeck	Mazda	28.1
3 Colin Powell	Mazda	28.7
4 Tony Hazeldine	Datsun	29.1
5 Graeme Adair	LeyP76	29.8
6 Phil Stephan	Datsun	31.1
7 Peter Petherson	Honda	32.0
8 John Ward	Mazda	34.6
9 Harry Bosboom	Ford	34.9
10 David Martin	Datsun	35.9
11 Paul Goopy	Mazda	40.9

Running Results

1 Ken Bosboom	Mazda	123.1
2 Phil Stephan	Datsun	123.3
3 Colin Powell	Mazda	123.9
Chris Harbeck	Mazda	125.7
4 Tony Hazeldine	Datsun	125.9
5 Harry Bosboom	Ford	137.5
6 Paul Goopy	Mazda	139.0
7 Ian Fink	VW	142.2
8 John Ward	Mazda	143.9
9 Peter Petherson	Honda	149.9
10 Graeme Adair	LeyP76	159.3
11 David Martin	Datsun	160.0

Test 4

1 Ian Fink	VW	34.7
2 Colin Powell	Mazda	36.0
= 3 Harry Bosboom	Ford	36.2
Peter Petherson	Honda	36.2
5 Tony Hazeldine	Datsun	37.0
Chris Harbeck	Mazda	38.8
6 Ken Bosboom	Mazda	39.0
7 Paul Goopy	Mazda	39.6
8 Phil Stephan	Datsun	41.0
9 David Martin	Datsun	42.7
10 John Ward	Mazda	43.0
11 Graeme Adair	LeyP76	51.6

Running Results

1 Colin Powell	Mazda	159.9
2 Ken Bosboom	Mazda	162.1
3 Tony Hazeldine	Datsun	162.9
4 Phil Stephan	Datsun	164.3
Chris Harbeck	Mazda	164.5
5 Harry Bosboom	Ford	173.7
6 Ian Fink	VW	176.9
7 Paul Goopy	Mazda	178.6
8 Peter Petherton	Honda	186.1
9 John Ward	Mazda	186.9
10 David Martin	Datsun	202.7
11 Graeme Adair	LeyP76	210.9

Test 5

1 Ian Fink	VW	22.2
= 2 Colin Powell	Mazda	26.5
Ken Bosboom	Mazda	26.5
4 Phil Stephan	Datsun	26.6
Chris Harbeck	Mazda	27.3
5 Tony Hazeldine	Datsun	27.9
6 John Ward	Mazda	28.4
7 Paul Goopy	Mazda	28.7
8 Peter Petherson	Honda	32.2
9 Harry Bosboom	Ford	34.1
= 10 Graeme Adair	LeyP76	39.1
David Martin	Datsun	39.1

## Results

1st	X Colin Powell	Mazda RX-2	186.4
2nd	Ken Bosboom	Mazda R100	188.6
3rd	Tony Hazeldine	Datsun 1600	190.8
4th	Phil Stephan	Datsun 180B	190.9
	Chris Harbeck	Mazda RX-2	191.8
5th	Ian Fink	VW	199.1
6th	Paul Goopy	Mazda RX-3	207.3
7th	Harry Bosboom	Ford	211.8
8th	Eohn Ward	Mazda RX-4	215.3
9th	Peter Petherson	Honda	218.3
10th	David Martin	Datsun Ute	241.8
11th	Graeme Adair	"Wheels" Car of the Year - 1974	250.0

## Howl of Envy

As a person who would love to write for a living but lacks not only any ability to do so, but who is also not a freemason, imagine my chagrin as all around me people are getting published and paid. First of all there was my brother, a person so dim he thought that The Charge of the Light Brigade was the electricity bill, he's been paid £75 for writing some piffling articles for a collectors book on old bottles and pot lids. Then to cap it all the wife<sup>+</sup> of clubmember Greg Sked has had published a book on plants found within the environs of Brisbane and Pine Rivers. The volume is entitled "Planting a Native Garden" and was produced for the Pine Rivers branch of the Society for Growing Australian Plants. It can be obtained from Mrs Jan Sked, "East Sunrise", corner Myles and Galvin Streets, Lawnton, 4501 for \$3 posted. Does anyone want a copy of my book "Its lonely in the stomache of a Yak" by Roland Butter ?

+ TIMS says that Mrs Sked might be Gregs muvver, or his sister-in-law or his Fathers sister. or .....

## Forthcoming Events

### Currie Motors - Ipswich West Moreton Auto Club

#### 25th Anniversary Rally

#### Round 5 QLD Rally Championship

27/28th October - starts Nicholas Street, Ipswich at 3pm - Division break at Blackbutt - 700km in all - Maps : Ipswich and Gympie - Spectator instructions available at the start - Supp. Regs. now available from our good Secretary - entries \$39 - Prizes for most things including a commemorative pennant to each driver and navigator.

### Toowoomba Motorkhana

Sat. 29th September

As part of the Garden Festival, the Darling Downs Sporting Car Club are organising a motorkhana in the MAIN STREET of Toowoomba commencing at about 6pm. Entries are wanted and for further info...

Lee Drummond Home - 398 7163

Ian Fink Work - 268 4233

A Selection from Charlie Blekes Championship Book

<u>Motorxhanas</u>		<u>Night Runs</u>		<u>Off Road</u>	
1	Colin Powell 29	= 1	Tony Best 52	= 1	George Croucher 36
2	Ian Fink 27		Charlei Blake 52		Guenther Schmied 36
3	Tony Hazeldine 23	= 3	John Blake 50	3	Dave Chadwick 30
4	Chris Harbeck 19		Jenny Wiles 50	4	Cedric Loy 25
5	Phillip Stepha 14	5	Pat Everson 44	= 5	Col Wilton 24
= 6	John Payne 11	6	Garry Kabel 42		Mick Norris 24
	Hank Kabel 11	7	Harry Bosboom 41	7	Geoff Loy 15
= 8	Ken Bosboom 10	= 8	Peter McMahon 40	8	Ian Baker 14
	Peter Marshall 10		Kerry Payne 40	= 9	Greg Chalk 13
	Simon Kabel 10	=10	Warren Tegg 32		Mose Castles 13
11	Mark Taylor 9		Neal Smith 32		Al Guidotti 13
		=12	Dale Payne 31	=12	Kev White 11
			Carol Howard 31		Warren Blackbourne 11
		14	Allan McConnell 29		Tom Poots 11
		15	Steve Bynon 26		
		16	Ian Goldsworthy 19		
		=17	Errol Bailey 17		
			Rod Bailey 17		

Space Fillers

World Championship 1979 - Upto Austrian Grand Prix

1	Scheckter	Ferrari	176	=10	Jabouille	Renault	61	21	Lees	6
2	Villeneuve	Ferrari	171	12	Andretti	Lot-Cos	54	=22	Hunt	4
3	Laffite	Lig-Cos	149	13	Pironi	Tyr-Cos	45		Stuck	4
4	Reuttemann	Lot-Cos	108	14	Mass	Arr-Cos	34	1	Rebaque	4
5	Jones	Wil-Cos	104	15	Piquet	Bra-Alf	20		Daly	4
6	Depailler	Lig-Cos	99	16	Lauda	Bra-Alf	14	26	Tambay	3
7	Regazzoni	Wil-Cos	98	17	Patrese	Arr-Cos	13	=27	Rosberg	2
8	Arnoux	Renault	65	18	Be Angelis	Sha-Cos	12		Lammers	2
9	Watson	McL-Cos	63	19	Fittipaldi	Fit-Cos	10			
=10	Jarier	Tyr-Cos	61	20	Icky	Lig-Cos	8			
1	Ferrari		235	6	Renault		94	11	Fittipaldi	10
2	Ligier Cosworth		205	7	McLaren Cosworth		65	12	Wolf Coswor	6
3	Williams Cosworth		156	8	Arrows Cosworth		44	13	ATS Cosworth	4
4	Lotus Cosworth		118	9	Brabham Alfa Romeo		28			
5	Tyrrell Cosworth		97	10	Shadow Cosworth		14			

Interclub Motorkhana

This annual feast was organised by the Holden Torana Car Club on 16th September, however it didn't last very long as a complaint from a local resident led to the withdrawal of permission, and everybody was home again by 11.30. As our round of the Queensland Motorkhana was to have been held on the same site presumably a suitable location is being frantically sort - know what I mean?

Motorkhana Champ 1980

Following the purchase of a long chassis Class B Honda Civic Wagon from Adrian Taylor, I can tell everybody now that I'll win the clubs motorkhana championship next year - Lee Drummond, Ian Fink, Cold Power etc can try and beat me but they won't.

Interest Note

When Tony Hazeldine leaves Wendy Marshall in the morning it takes him 40 minutes to get home.

If a certain member lives up to his promise we hope to start an (anti) social column soon, perhaps this note will jolt him into action.

## 346 MEMBERS!

A warm welcome is extended to the following 17 people who joined the Brisbane Sporting Car Club during the last month, bringing our total membership for the year so far to 346:

Bruce Borchardt	.....	Bundaberg
Tim Charalambous	.....	Highgate Hill
Terry Conneely	.....	Eight Mile Plains
John Dwyer	.....	Graceville
David Ellenden	.....	Redbank Plains
Peter Itzstein	.....	Bundaberg
Tayne Johnston	.....	Benowa
Barbara Knight	.....	Clayfield (Associate)
Brian Lemke	.....	Aspley
Paul McGarry	.....	Toowoomba
Mike Mithcell	.....	Chermside West
Simon Passlow	.....	Kenmore
Wayne Poulton	.....	Toowoomba
Nicholas Reeves	.....	Deception Bay
Peter A Spring	.....	Karana Downs
Laurence Svenson	.....	Bracken Ridge
Pat Whyte	.....	Paddington

## MEMBERSHIP PRIVILEGES

At the last committee meeting consideration was given to what rights and privileges applicants for membership should enjoy prior to being elected as members of the club by the committee.

After due consideration it was decided, to comply with our own rules and the regulations of CAMS, that applicants for membership should enjoy only social privileges.

This means that signing a membership application and paying the membership subscription does not automatically bestow any rights on the applicant, although, of course, people who have applied for membership are welcome to attend club functions and to join in any social events.

New members are elected by the committee at committee meetings, which are usually held on the first Tuesday of each month, and after election are issued with a club membership card which incorporates a club licence. From now on it will be necessary to produce a club membership card to be eligible to enter any club event, to qualify for a reduced entry fee where this is applicable to club members, or to have a CAMS licence application recommended by the Club Secretary. This means that only club members will receive the full privileges of membership.

If you know of anyone who is considering joining the club for any of the above reasons, please let them know that they can be accepted only at committee meetings, regardless of when their membership application is submitted.

## RALLY CAR FOR SALE

Mike Hefford offers for sale his 1971 Toyota Corolla together with a pile of spare parts. This car has been seam welded and fully rally prepared and is for sale at \$2000, finance can be arranged. Phone Mike on 221 9805 (bus) or 374 1331 (a/h).



1979--OFFICE BEARERS

		<u>Phone Number</u>	
		<u>Home</u>	<u>Work</u>
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		48 9577
HON. TREASURER .....	Charlie Blake	38 2693	
CLUB CAPTAIN .....	Lee Drummond	398 7163	
COMMITTEE .....	Ian Bond		
	Dennis Brown		
	Paul Cadell		
	Chris Goodreid		
	John Hall		
	Tony Hazeldine		
	Ivan Holmes		
	Peter Marshall		
	Glen Somerville		
	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

## COMING EVENTS

- Wed 19 Sep Off Road Night at the clubrooms  
Scrutineering for Yokohama Warana Rally
- Sat 22 Sep BSCC Yokohama Warana Rally (QRC 4)
- Tue 25 Sep Motorkhana and Speed Event Sub-committee Meeting  
Off-Road Sub-committee Meeting  
Rally Sub-committee Meeting
- Wed 26 Sep Night run organised by Charlie Blake and 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 Wylae 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
- Wed 17 Oct Off Road night at the clubrooms
- Sat 20 Oct CQMSC open rally
- October Magazine closes. Late items to Pete Smith  
15 Laurel Street, Woodridge 4114
- Sun 21 Oct BSCC open motorkhana (QMC 6)
- Wed 24 Oct Night run organised by Peter McMahon & Tony Hazeldine  
October Magazine publication date
- Sat 27 Oct Currie Motors IWMAC Silver Anniversary Rally (QRC 5)
- Tue 30 Oct Motorkhana and Speed Event Sub-committee meeting  
Off-road Sub-committee meeting  
Rally Sub-committee meeting
- Wed 31 Oct Wine and cheese night at the clubrooms
- Sat 3 Nov TSCC open rally
- Sun 4 Nov Closed motorkhana organised by Colin Powell
- Tue 6 Nov Committee meeting
- Wed 7 Nov Open night at the clubrooms
- Sat 10 Nov LCCA Repco Alpine Rally
- Sun 11 Nov RCCQ closed autocross
- Wed 14 Nov Off-road night at the clubrooms

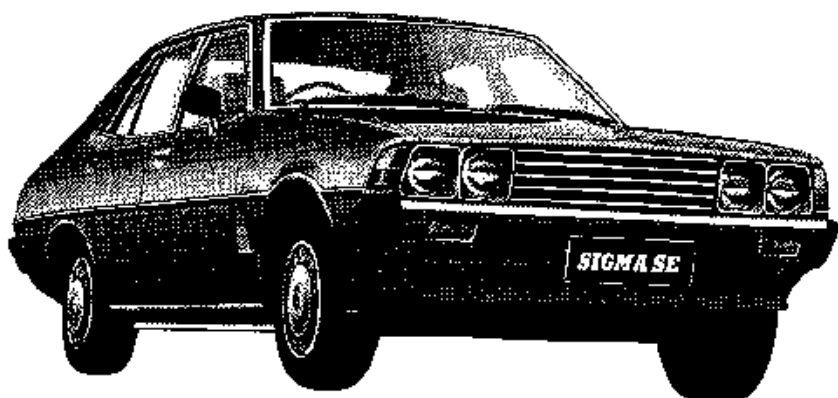


FROM THE RALLY WINNING  
LANCER

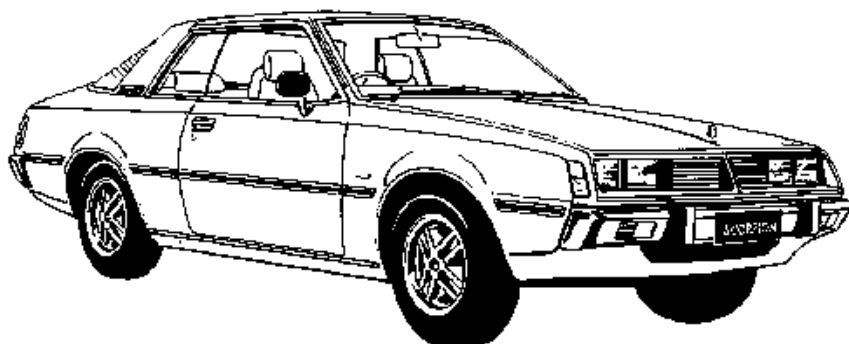
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