

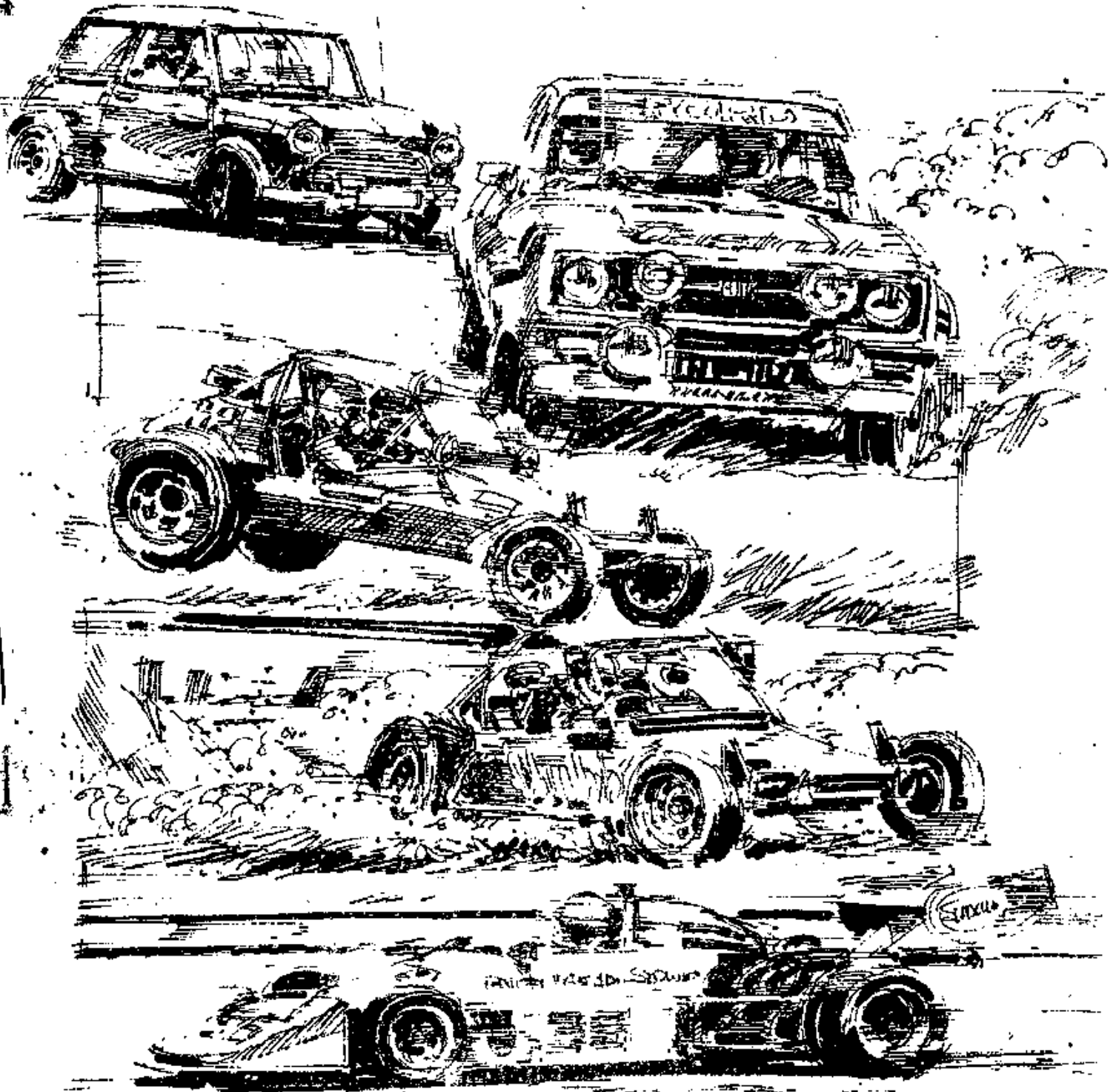


# BRISBANE SPORTING CAR CLUB MAGAZINE

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Brisbane Sporting Car Club

January 1981

G'day. The Editor and Staff of the Club Magazine would like to wish all our reader the best for Christmas and the New Year.

Contents

I'm feeling very annoyed this month. Where are the results of the last night run? Where are my results from Minden? Until I get the Stones Corner Motors Rally entry lists I can't do a results summary, and several promised articles haven't materialised - so this is a thin magazine, and as I have the month of January off the edition two months hence will be full of state news.

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Major Forthcoming EventsTara Off Road

Australia Day Weekend  
24th/25th January 1981

Great Sport on the Holiday Long Weekend - Beat the Floods,  
 Go To Tara.

4 laps of a 70 km Course

Prologue Saturday Afternoon

9am Start Sunday Morning

Traditional Saturday Night Party

To reach the venue, Continue past Dalby on the Warrego Highway,  
 then follow the arrows - the turn off the highway is about 30km  
 past Dalby. The course lies on the Tara - Kogan Road.

If you can help on the Day then phone Dave Chadwick on 390 3111

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Motor Show 400 Rally

February 14th/15th 1981

by the Organisers of the 1981 Brisbane International Motor Show,  
 conducted by the Brisbane Sporting Car Club.

Regulations available NOW !!

This is an interesting event of 400km in the Kilcoy and Nanango area.  
 It is designed to appeal to everybody, and it can be safely undertaken  
 in a car without either Rollage or Sumpguard. Navigation will  
 include Map Reading and a Simple Routechart. It will start from  
 the Motor Show at 3pm and the first car will finish at about 1am,  
 there will be a regrouping at the finish at 1pm twelve hours later.

Invited clubs are : Us, Renault, Light Car Club, Ipswich West  
 Moreton, M.G., Northern Districts - so there should be plenty  
 of competition.

GUARANTEED SMOOTH ROADS - A GENUINE FUN/SERIOUS EVENT

If you can't compete but can help run the event please ring Jim Reddix  
 on 52 7177 (Bus. Hrs)

NEW MEMBERS

A warm welcome is extended to the following people who joined the Club during November:

- Noel Jefferson ..... Kelso
- Peter Stallard ..... Yamanto
- Geoff Learmonth ..... Albany Creek
- Elizabeth Learmonth ..... Albany Creek (Associate)
- Steve Abrahamson ..... Redland Bay

Addition of the above new members brings our total membership at the end of the year to 410, an all-time record.

YOUR CLUB NEEDS YOU!

At this month's committee meeting it was decided to abolish the Rally, Off-road and Motorkhana & Speed Event Sub-committees and to replace them with a combined Sporting Sub-committee under the chairmanship of the Club Captain. The Club is now earnestly seeking members from all facets of motor sport to serve on this sub-committee, which will be responsible for planning and coordinating all of our sporting events. If you are interested, please contact the Club Captain, Dale Payne, as soon as possible.

NEWS FROM CAMS

CAMS have advised that as from 1st January 1981 entrants of all vehicles registered for open rallies in Queensland will be required to produce at scrutineering for each event entered a vehicle log book properly entered and issued by CAMS. The provisions of the NCRs Appendix C Part 12 will apply with the following exceptions:

- (1) Log books will be issued free of charge
- (2) The only specifications necessary to be listed will be chassis number, engine number, registration number, make and model, and year.

Such books are intended as a scrutineering record to record only those defects which the chief scrutineer deems necessary to be rectified before the vehicle is again presented for scrutineering.

LATE NEWS FROM CAMS

The following information has just been received from CAMS regarding the licensing system for 1981.

It is no longer a requirement that a Basic licence be held prior to applying for a Rally, Restricted, or General Competition Licence. The fees for these licences have been adjusted accordingly (i.e. increased by \$4).

In closed or invitation events, it is necessary that participants be members of one of the invited clubs (as evidenced by the relevant club membership card) and that they hold a Basic, Rally, Restricted or General Competition licence. The holding of a higher grade of licence permits competition in an event for which a lesser licence is required.

Clarification and further details will be provided next month.

Meet the WinnersThe 1980 Brisbane Sporting Car Club Off Road Championship WinnerJim Adness

After last months magazine had gone to press I was told that Jim Adness had never received his 11 points for helping to organise the Purga Creek Enduro. So the cup of victory was dashed from Pat Collins lips and Jim, who also won the Queensland Off Road title, became the 1980 club Off Road Champion - final scores were as follows :-

1	Jim Adness	43	=29	Barry MacFarland	10	=58	Dennis Dennin	2
2	Pat Collins	39		Nev Taylor	10		Debbie Chadwick	2
3	Bruce Taylor	35		Rod Brand	10		Laurence Svenson	2
4	Ian MacFarlane	32	=33	Mike Davis	9		Janelle Svenson	2
= 5	Dave Chadwick	29		Cedric Loy	9		Paul Zacka	2
	Nev Hamlin	29		Geoff Loy	9		Brad Zacka	2
= 7	Ian Bond	28	=36	Col Leavey	8	=65	Jon Street	1
	Marianne Bond	28		Dwayne McClintock	8		Leon Promet	1
= 9	Paul Watkinson	26		Nicholas Reeve	8		Bruce Borchardt	1
	Burt Goostrey	26	=39	Christine Brand	7		Peter Itzstein	1
=11	Steve Blackburn	24		Shan Lawrence	7		Alan Marshall	1
	Peter Gartshore	24		Ed Hopkins	7		Val Marshall	1
13	Desley Collins	23		Pat Whyte	7		Mick Abrahams	1
14	Ian Baker	22		Jo-Anne Jay	7		Wayne Hufschmid	1
15	Mick Norris	21	=44	Les Poole	6		Don Tainton	1
16	Bob Baird	19		Russell Crew	6		Les Flood	1
17	Brian Bellairs	18		Bebbie Poole	6		Paul Swenson	1
=18	Col Wilton	17		John Hinz	6		Tayne Johnston	1
	Ron Wilson	17		Bill Hinz	6		Jo Ackerman	1
=20	Steve Barbe	16		Sandra Chalk	6		Bill Daley	1
	Greg Barbe	16		Max Castles	6		Carol Daley	1
22	George Croucher	12	=51	Chris Hamlin	5		Mark Forster	1
=23	Gary Wolfe	11		Barry Meller	5		Stephen Flux	1
	Guenter Schmied	11		Don Rea	5		Noel Jeffery	1
	Tom Poots	11		Lloyd Prescott	5		Stephen Heffery	1
	Al Guidotti	11		Ferry Conneely	5		Gary Moedt	1
	Neil Howard	11		Peter Spring	5		Mark Siemon	1
	Garry Connelly	11	57	Tim Hegarty	3		Graeme Adair	1
=29	Rod Sams	10	=58	John Herbert	2		Steve Abrahams	1

Now for a chat with the winner :-

BE :- Interviewing Jim Adness the 1980 Off Road Champion for the BSCC, Well done Jim let me be the first to congratulate you. When did you start competitive motoring, why did you get into it? JA :- Thanks Peter for the Congratulations, I started about 1974. The first race I was in was with Ed Turnham, that was the BP - Hattah, I was Ed's navigator in the original old Cheetah. BE :- What sort of entries did they get that long ago? JA :- I think that event would have had about 150 cars and probably about 250 bikes. That was a pretty disastrous race, we didn't finish, we didn't get far at all. On the way back from Hattah we decided, or Ed did, to start building Cheetahs ourselves, and so I ended up with the first Cheetah built in Brisbane, and have been running them since then. BE :- What made you take it up, did you get roped in? JA :- No, I think the way it started with most of us in Qld was through running on the beach. I used to run a buggy on Fraser Island and just became used to driving VW's offroad for fun and thought we might as well compete. BE :- It was a couple of years ago that you broke your arm. JA :- Yes it was almost 3 years ago. It was a pretty bad break. BE :- How did it happen? JA :- It happened at Oxenford, and as the car went over my arm was thrown out of the side

of the car. The belts on your body really stretch and the roll cage came down and just broke my arm. Ever since then I haven't driven the car without the net on; I don't even drive the car in practice without the net on. It surprises me that so many people do drive their cars without nets. BE:- You think that the attitude is wrong? JA:- I think the safety side in cars is not looked at closely enough at scrutineering; there is no regard paid to safety really. Things like safety nets are just the obvious things that a car must have, but they don't worry about it. Wrist restraints are not satisfactory and a lot of the guys have them there but they are not fastened while they are racing. BE:- Did you build up your own car? JA:- No, the original Cheetah was built up by myself, Ian MacFarlane and principally Ian's father. This latest car, the frame was built by Keith Poole, its a Scorpion frame. Tommy Poots took the mechanicals from the old car and put them into the new car and Ian MacFarlanes done all the preparation on it. Ian built the motor and the gear box. BE:- What size is the engine? JA:- 1980cc BE:- What sort of powerband does it have? JA:- That motor is really in a mild state of tune. It has a pretty small cam and we run that only upto about 5000 revs and very little over that at all. It will get 6000 revs in second gear and it will probably do 5 1/2 in top, but thats about all. BE:- Is it a normal four speed VW box? JA:- Yes, it's a VW box that has been built up by Ian MacFarlane. Close ratio gears and a heavy duty diff. It is the original motor that we started with 5 years ago, its a bit out-dated now, it just hasn't enough power. BE:- You did Goondiwindi of course. JA:- Yes we were 6th there but we had a few problems with the new car. We should have had a better result at Goondiwindi. BE:- Don't you find Goondiwindi frightening? JA:- No I enjoy Goondiwindi. I don't like night loops, but its an excellent race, its a very good circuit. Its not rough on the car; its hard on engines, especially at high speed. I think everybody who runs at Goondiwindi, has to pull their motor down afterwards. BE:- How many comparable events are there? JA:- Hattah and Sealake. To me they're the three major events. BE:- What was the first event you drove on? JA:- Hattah 1975. BE:- What did you think? JA:- Well I couldn't understand how these guys were all going past me so quickly. We were racing against victorians we had no idea what there was in preparing a car to get it to handle properly. BE:- Don't the cars handle rather clumsily? JA:- They shouldn't understeer if they're driven properly, you should have them in a constant state of oversteer. A buggy should be driven just like a rally car. They handle very well if you have them set up properly - the suspension and the brakes. BE:- How do you like the brakes to work? JA:- I prefer the backs to come on ahead of the fronts and thats pretty hard to do because you have so much more rubber on the ground at the back than the front, it's harder to get them to lock up before the front. With the latest setup available you can get them working pretty well. But in the first cars that we built, the brake system would completely fade out and in about 30km you would have no brakes. The rear suspensions were hopeless: we were running the wrong tyres. The original car that I had just wouldn't handle on the first race. But by the time I sold that Cheetah, it was actually handling better than the Scorpion was handling at Goondiwindi this year because we have to go through the same problems with it now, getting it to handle properly. BE:- What are your plans for the future, can you get quicker? JA:- I'm going to keep Off Road racing, and we'll develop the new car. Before Tara we have to make a lot of changes and adjustments to it. We won Tara this year, we'll see how it goes in January and just keep on developing. BE:- Do you have any complaints about the events? JA:- The only thing I am not very happy about is running at night, but that's a personal opinion, so it couldn't be classed as a complaint. Off Road racing is not suited to night running because you can't get sufficient

light on the track. BE:- What sort of lights do you run? JA:- I run 4 Cibies. I've got 2 100's and 2 50's, but by the end of the loop your battery is stuffed. We're all running generators not alternators and to get proper power you've got to go to an alternator and it's a bit difficult with a VW. The other thing with Goondiwindi - I'd like to see them run the whole event on the Sunday in daylight because it makes it too long a day. You go out to the track and on Saturday afternoon you do the prologue and reconnaissance and then you're there till 1 o'clock, then you do one loop and then you're there till 8 o'clock and you can't get any sleep. You actually go from Saturday morning till Sunday night without any sleep and I think it's like an endurance test and I don't see why it should have to be like that. I'd sooner see us go back to town for a decent meal after the prologue and reconnaissance and then start the event at say 7 o'clock in the morning and run the four loops in daylight. The event would still finish at about 4 o'clock in the afternoon and that's not as big an endurance. I find the worst thing about Goondiwindi is the tiredness, I have to take pills so that I don't get sick. BE:- But Jim these events are called Enduros JA:- Yes, but I don't see why you should make it necessarily make it harder. It is an endurance to go out there and drive 400km in itself, so I don't see why it should be harder by merely having the competitors tired. Maybe that's the way they run rallies. This is just a personal opinion and nobody can say that Garry Connelly doesn't run a really good event and they're better organised than the southern ones. If they keep running night loops at Goondiwindi, I will still be competing. BE:- Thank you Jim, and congratulations.

Jim Adness talking to Big Ed.

### Forthcoming Events

The Annual Dinner and Presentation by the Confederation of Australian Motor Sport (Queensland Branch) will take place at the MELBOURNE HOTEL on January 30th. Brisbane Sporting Car Club members Jim Adness (Winner of the Queensland Off Road Championship) and Brian Marsden (Queensland Champion Rally Navigator) will be awarded their trophies, the CAMS dinner is always an entertaining night, and this years costs \$15 Single, \$30 Double - details from Jeff Tremain.

As the next edition of the magazine doesn't come out until February 18th it is worth noting that the Navigation and General Rallying School will take place at the clubrooms on March 9th, 16th and 23rd, just in time for the budding navigator to participate in Laurie Garths excellent Novice/Clubman Rally.

On Monday 23rd February we will hold the annual meeting for Event Organisers at the clubrooms. If you want to help YOUR club in any capacity then it'll be nice to see you there. Things should get underway at about 8pm.

### For Sale:

Secondhand Dunlop 195 x 13 Soft Compound and Intermediate Compound Rally Tyres - All with heavy duty sidewalls. Direct from the Ford Rally Team - Phone 208 4587

Rally Car - Mazda RX4 - New Small Port Motor - Ready for Rallying - Plenty of spares - 12 months Rego - \$2800 ono.

Mazda RX2 New Motor \$1200 Phone Harry Bosboom 345 6627 any time





Honorary & Life Members

Are YOU one of these exalted people ? If you are then you must complete the Form of Consent at the foot of the page, indeed ANY CLUB MEMBER who hasn't done so should sign, and send the form to the Secretary.

Christmas Party - December 13th

The Clubs Annual Gathering for the Season of Goodwill was this year at the Collins' vast estate at Chandler.

As we arrived only a Nightingale and a busy chomping of jaws disturbed the serenity of the bush. Faintly in the distance, the shrieking of a loony relative incarcerated in the East Wing (Not of the Pig) could be heard.

O to be in Chandler  
where the bush lies all serene  
Where swimming pools are placid  
and Poms are seldom seen.

Sitting under the stars with ones friend(s), eating succulent roast pork wasn't all bad. The number of friends was diminished when Mark Taylor and his seat were consigned to the swimming pool (Trivia Note :- This is old Taylors first Christmas away from home in 32 years, not a dry eye in the house, Indooroopilly Denouncer headline "Orphaned by Christmas") and thereafter straying too near the pool, or making oneself conspicuous, was a most unwise thing to do.

Despite the brave efforts of the DJ and the Enid Splod String Quartet not much dancing was going on. However Wendy exhausted four males. Most people came in through the gate, but with a triumphant tattoo on his weak chest Ivan Holmes swung from the darkness of the trees. Charlie Blake dispensed the drinks with charm (as long as you hadn't lost your glass).

A fine evening, but in future less dunking and more dancing !

Mural

Now its had a chance to grow on me I can comment on the Mural in the Clubrooms. Thanks to Jim Reddix and Maxim Motors we now have a club identity painted on the wall and it looks jolly good - this should silence those people who think they've wandered into the Woolloongabba Peace on Earth Church.

World Championship

1 Alan Jones	299	10 Alain Prost	46	19 Mario Andretti	24
2 Nelson Piquet	220	11 J P Jarier	42	20 Jody Scheckter	21
3 Carlos Ruttema	210	=12 Keke Rosberg	38	21 Hector Rebaque	15
4 Rene Arnoux	164	Ricardo Patres	38	=22 R Zunino	11
5 Didier Pironi	161	14 John Watson	34	M Surer	11
6 Jacques Laffite	151	15 Jochen Mass	33	24 G Regazzoni	6
= 7 J P Jabouille	58	16 Derek Daly	31	25 J Lammers	4
E de Angelis	58	=18 B Giacomelli	29	26 Patrick Depailler	3
9 Gilles Villeneuve	53	E Fittipaldi	29	27 Rupert Keegan	2

FORM OF CONSENT

I, the undersigned member of the unincorporated association known as the Brisbane Sporting Car Club, consent to become a member of the Brisbane Sporting Car Club Limited.

Name ..... Signature ..... Date .....

"Blown by Angels" - What a way to go !

Christmas Road Test -- Saab 900 Turbo.

Supplied by Maxim Motors, Newstead, phone : 52 1186

The Incredible Mrs Smith thought that the object of our Christmas test was the Serb Turbo, and she was tremendously impressed with the Yugoslavian workmanship - (I told her that "Turbo" was Serbo Croat for Eagle) - silly trollop. It wasn't the shaggy hordes of the central-european mountains that carved such a masterpiece from the solid rock, but the trolling trolls of Sweden.

In the winter locked landmass of Europe there are two nations. One was the leader of the Industrial Revolution just 150 years ago. It contains 56 million people (Who, as a rule, live in remarkable harmony, considering that every religion and shade of skin under the sun are contained within its borders), but its aircraft industry, bedevilled by frequent changes of government and the lack of continuity in its projects, produces only one first rate combat aircraft, the BAC Harrier - although the future developments of even that stroke of genius look like being taken over by McDonald Douglases in the little ole U.S. of A. The other nation has 13 million people, nearly all its industry is forced into a narrow southern sector of the country, and over the past 40 years, by being determined, and having the guts to stick to their guns, SAAB in Sweden have produced a whole range of first rate combat aircraft. This same frame of mind carries over from SAAB aircraft to SAAB cars.

The fastest four cylinder sedan in the world (at least away from the racetracks and forests) carries five people in total air-conditioned comfort, and with the back seat folded, and utilising the huge rear door, no less than 22 cartons of old books can be loaded in - and with room to spare !

The car has a 1985cc four cylinder turbo charged engine producing 145 bhp at 5000 rpm. The caution marks on the Tacho start at 5250 rpm and continue until 8000. I would imagine that if one were to stray too near the top end of the rev range, a little man would troll out from under the dashboard and fetch one a clout round the ear with his hammer. I cant find a sensible torque figure, what does 235 nm at 3000 rpm mean - just what do Nautical Miles have to do with it ? This drives through a five speed gearbox that offers the following speeds per thousand revs in the upper 3 gears :- 23/14.3mpg, 30.7kmph/19.1mph, and in top 39.0kmph/24.35mph, which means that at the usable maximum of 205kmph the engine turns over at a lazy 5,250rpm. It rides on Michelin TRX radials and these support some 1300kg/1.27 tons.

The car is fitted with, as they say in the sort of exclusive suburb where such vehicles are purchased, "All the Mickey Moose bits - Charles" Spoilers everywhere, huge bumpers to protect the car from the sort of dribblewit I see parking in Sherwood Road everyday ( I swear that theres one old git who's VW Golf has a towing ball at EACH END), dials galore, air conditioning, radio cassette, and added fun things like electric exterior mirrors, and an ignition system that smacks of alchemy. To extract the ignition key the car must be in reverse gear, and even I, the man who proved that the quickness of the hand can beat the thigh, sometimes found the gear lodged firmly in limbo - this meant we couldn't go, and I didn't want to stay.

After unzipping a Suzuki Hatch even a Matchbox BMW M1 feels huge, so as I gingerly steered this elephantine creature on the road, I made a mental note to treat the beast with caution, especially as the car is worth considerably more than my house, although this doesn't highlight the Turbo's huge cost so much as the utter squalor in which your editor lives.

However there is one point which makes Suzuki owners at home instantly. You put it into first gear, bring up the clutch, and ZONK the thing all but dies. The Suzuki remedy is to bring the revs up until that huge flywheel is whirling round, then feed the clutch up gradually. However the fast take off technique for the SAAB, short of actual abuse, eluded me. Although the actual "Awmagawd" period when Mr Turbo is having a warm cup of tea before going out to work only lasts for about 2 seconds - it is a long 2 seconds. Then WHAMMO Mr Turbo signs on at 3000, and your grabbing the gearlever before the aforementioned Troll can give you a reminder round the nut with his hammer. The maxima in the upper gears are 120.75kmph/75.4mph, 161.75kmph/101.2mph and whatever you can get in top. But enough of this technological nonsense, join me in Peter Marshall's kitchen at 5.45am as we tuck into breakfast before taking the Serb Turbo for a thrash.

5.45 am and Peter's cock was crowing - well every dog has his day, when I'd phoned him to say he was going out on the Christmas Road Test he whined miserably and said "I don't want to drive a Jowett Javelin", so you can imagine how servile and creepy crawly he became when he learned what treat was in store. "Come round for breakfast" he cried. But when I got round there I found that the frightful bouncer had turfed poor Wendy out of bed at 5.30 to cook eggs on toast, and - far be it for me to bite the hand that feeds me, but the eggs weren't even big goosy eggs - they came from some poor spavined chook. Not only that friends, but as the first forkful of egg and toast rendezvoused with the old cakehole, Peter says "These eggs taste funny" - now wasn't that off-putting!

After breakfast Wendy wanted to be raced off in her nighty, so she threw herself in the back of the SAAB, I hit the throttle and powered past the socio-economic group A dwellings that abound in Moggill Rd. Just as I turned into a sideroad under the dumb gaze of a Pinjarra Hills yokel, I spotted Peter Marshall ALSO in the back and this left me as Claude the bleeding chauffeur (Trivia Note :- The French word Chauffeur actually means "Stoker" and dates from the early steam car days when the driver also tended the boiler). So I drove back demonstrating how the chunky four would come down to 1500 revs quite happily.

By 6.15, full of doubtful egg, we were out on our mornings run. The kilometres sped past as we drove up the highway towards Toowoomba and then up the Brisbane Valley road. When PM wants to go somewhere he doesn't say "Turn Right here", he will say "You can turn right here if you like", and this statement coming out of the blue whilst driving ostensibly towards Esk causes some puzzlement. Just supposing I don't like, will he fly into a rage and accuse me of not picking up any litter at Goondiwindi?, will George Kahlers boss rap smartly on the roof? as it was I turned right - towards some dam or other.

It seems that PM, wearing his official Soil Stabilisation Services hat, had covered some banks in grass, and he wanted to view their progress. The grass certainly seemed to be a success, well the bovines eating it certainly thought so. PM decided a closer look was needed, so we parked the car and let ourselves in through a wire gate. Now you know the way that cows amble over to inspect new arrivals, well seven bloody great things came charging over and they were only halted by a small gully, which they contemplated crossing. A quick look at their undercarriages

showed that these Seven Bovines of the Apocalypse couldn't muster an udder between them. By the time PM said "I think one of those is a bull" (I really must get the boy the Observers Book of Bovines) I was haring back to the car. Not running in panic mind you, but the quickest walk you'll ever see.

On to Esk where a new bit of road allowed a few tests to be made. Driven in a spirited but restrained manner, the way in which it would be driven by an owner - as opposed to a loony journo only out to break records. It provided 0 - 100 kmph in 11 1/2 seconds (with 32 seconds of lag while it woke up in first gear) and 0 - 160 kmph in 32 seconds. The maximum speed I saw was 205 kmph (128.1 mph), well I saw it, all PM saw was the inside of his eyelids. At that speed it was very apparent that theres nothing SAAB don't know about aerodynamics. Barely a whisper of air, just like being in a glider, the conversation note was only increased a trifle by fear. It was as steady as a rock, that big rubber aerofoil and the front airdam pushing the car on the road. Magic - I'll have one, couldn't I be the first BSCC Official to have a company car? I'll even forgo my champagne at the Committee meetings.

We turned left in Esk and I handed the car over to PM's care for the run over the mountains to Toowoomba. Now its easy liking a fast car when your driving it, but a passengers lot need not, necessarily, be a happy one.

One word sums it up :- Sublime (elevated; eminent; majestic; inspiring awe; exalted.) Wafting along at a safe, secure 75mph, on twisty, second class bitumen roads. Usually in fourth gear but with the occasional dob of 3rd. We both commented on the brakes, these too are assisted by the exhaust, and if anything they're a little too sudden. Driving in town I came smoothly to a halt some metres from the traffic lights on a couple of occasions. For the twistier roads the seats rather lack support for the hips, but us elder folk who are so easily disturbed, can also gain support from the large grabhandle. Yes it was Magic, given the choice of TIMS or the car I would choose TIMS every time, however should SAAB ever produce a Turbo that cooks .....

We reached the main Toowoomba highway at 8am to our amazement. So to kill some time PM took me on a hunt to show me where his brother-in-laws brother lived at one time - I could hardly wait! Onto Toowoomba where we stopped for petrol. Our fuel pump attendant was a cracking bird in jeans and things. We leapt out looking dead nonch, but our pose as accustomed Turbo travellers fell apart when we couldn't get the damn filler cap off. How surprising that the fuel cap didn't lock, and the actual cap was a fragile looking piece of plastic that didn't look like it could stand an persuading. As peter hurried through the handbook to discover the Open Sesame, I engaged the help in conversation about the Polish airforce during the 30's. Boy didn't her eyes open wide as I told her about the PZL factory at Bydgoszcz.

After 324.8 km the car needed 41.6 litres to fill it. This works out as 12.8 litres per 100 km or 22.2 mpg; and this included all the high speed thrashing. If that seems a lot, then consider the fact that between Brisbane - Cairns the primary fuel cost of the SAAB would be only \$42 more than my Suzuki Hatch - and you would have to be loony to find that amount unacceptable.

Back on the streets, and you'll find this hard to believe ( I barely credit it myself), but at the traffic lights, facing us, but hidden in the traffic, I saw a half a hubcap and two wheel nuts and I knew

the car was a Jowett Javelin. When the lights changed there it was, the white paint a little rusty, but going and looking magnificent. Drool, drool, was that PM stifling a yawn?

This portent from the gods sped us out of Toowoomba. Past the major road works whose aim appears to be to lift the surface from the RH lane, and delicately lay the mosaic in the LH lane, and vice versa. And on to Gatton.

Trolling down the highway, we pass a barn full of secondhand stuff and PM gets those itchy - but no hairy - palms. So we draw in to give Super Marshall (You'll believe a man can buy) a chance to spend some money. He spends \$30 on 30 rubber cones for his rally, as we packed them in I could only surmise that Jim Reddix would faint if he could see his car now.

At Gatton we turned south onto a maze of tracks that wandered through a number of faintly shabby and narrow little towns. PM made us stop at every secondhand shop we came across. He found a number of things he couldn't live without; a stuffed parrot minus its head, a bent telescope, a picture postcard of the 1937 Boiler Makers "Back to Stradbroke" paegent, whilst I got TIMS a very special Christmas gift. We arrived back at Masion Marshall to wash the car at 11.30. They didn't have any biscuits, Wendy had eaten the chocolate cake, and there was only a lizard in the bidet - so, we eat him.

The car was returned with regret to Maxim Motors, where an excitable partner saw my Booksmith magnetic signs on the side (They passed the 200kmph test easily) and called his swinish companions out to hoot with laughter. Good old Maxim Motors does remind me of my shops - I treat the customers like dirt too - but doubtless they treat non ethnic groups better.

I did just over 500km in the Turbo, one can be yours for a cool \$26500, or about \$600 monthly on lease. The non-Turbo fuel injected model, which at least has the feel, even if it is 20mph slower, runs at about \$400 monthly.

As a closing remark, I must say that until I saw the drive shafts I had no idea it was front wheel drive, the subtlety of the power steering demanding just enough from the driver for him to feel unaided, a comment that could pass for the whole package. So as a means of transport for the moderately wealthy, superb, but the Turbo runs at 120,000rpm (Yes 2000 revs per second) and as the rim of a turbine disc goes through compressive and tensile stress-cycles due to combinations of heating/cooling and increasing/decreasing speeds, aircraft turbomachinery is subject to very definite life-restrictions, to safeguard against low-cycle fatigue. When failures do occur they are spectacularly destructive - a mess the IRA would be proud of, I wonder if everyone who is on the automobile turbocharging band-wagon is aware of this?

Big Ed

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### For Sale

Mazda RX 2 Rally Car - Fully Prepared - All work carried out in a professional manner. \$3500 ono Grahame Gilmour 265 2344 Work 263 1443 Home

Meet the WinnersThe 1980 Brisbane Sporting Car Club Rally Championship WinnerBrian MarsdenFinal Point Scores

1	Brian Marsden	33	=20	Tim Bailey	10	=38	Ann Thomson	6
2	Tony Best	31		Dennis Brown	10		Peter McMahon	6
3	Laurie Garth	29		John Blake	10		Debbie Smith	6
= 4	George Kahler	26		Coral Fritter	10		Richard Kelly	6
	Greg Weale	26	=24	Cedric Reinhardt	9	=43	Peter Phillips	5
6	Ian Goldsworthy	23		Dale Payne	9		Tony Kabel	5
7	Mike Mitchell	22		Paul Cadell	9		Don Milner	5
8	Warren Tegg	21		Geoff Mewing	9	=46	Rod Cross	4
= 9	Syd Smith	17	=28	Brad Skinner	8		Dave Ambrose	4
	Russell Reid	17		Mark Nissen	8		Errol Bailey	4
=11	Ross Fullerton	15		Gary Luiten	8		Rod Bailey	4
	Gary Patts	15		David Mundy	8	50	Simon Passlow	3
	Bill Dillon	15		Bruce Grigg	8	=51	Chris Harbeck	2
14	Terry Crawford	14	=33	Keith Tapsall	7		Paul Goopy	2
=15	Gary Kabel	12		John Hall	7		John Shirley	2
	Simon Kabel	12		Kevin Hall	7		Mal Shinn	2
=17	Garry Connelly	11		Peter Marcovich	7	=55	Harry Bosboom	1
	Peter Marshall	11		Hank Kabel	7		John Ward	1
	Wendy Marshall	11	=38	Bruce McCubben	6		Norm Fritter	1

Now for a word with the worthy winner ...

BE:- Interviewing Brian Marsden the 1980 Brisbane Sporting Car Club Rally Champion. Congratulations Brian, a double triumph, the Club Champion and incidently the 1980 Champion Navigator for Queensland. How do you feel about this, when you started the year in a new car did you think this might happen? BM:- I didn't think this was going to happen this year, I thought it might happen next year, to be quite honest I didn't rate our chances for this year because we were starting in a new car, one that had never been rallied before, and the competition this year was at such a level that we were going to be using this year as a learning process. BE:- Right but the car was instantly competitive, or very nearly. Townsville was its first event? BM:- Townsville was its first event and it wasn't a 100% competitive, we had major problems with the brakes, major problems with my navigation, these weren't the cars problems of course, but just the same it was down on power for Townsville and just not competitive for an outright place. But the Townsville run was encouraging because even though it was down on power and brakes, these are both things that can be cured. BE:- How long have you been navigating? BM:- I've been navigating for Murray for 6 years. BE:- Thats longer than most people have been married. BM:- It hasn't been without its problems. BE:- Have you always navigated, have you ever driven? Yes I started off by driving, and went through the usual route of clubmen, Night Runs, Motorxhanas, and I eventually entered a QRC round. I then found out two things A - I couldn't afford to drive, and B - I didn't have the talent to be an outright driver. I wanted to keep in touch with the sport so I became a navigator. Now that was 12 years ago, and I began navigating for anybody who would have me until 1974 when I got in with Murray. BE:- What was Murray like then, had he been rallying long in 1974? BM:- O yes Murrays been rallying for, gee, longer than I have, possibly eight or nine years longer. He was rallying before he had a licence, as a third crew member and navigator. And Murray was a very, very good navigator - a better navigator than I am in fact. In those days we were using

maps and Murray was one of those people to watch. BE:- Back to this years Mazda 626, is it anywhere near the car you can go and buy ? BM:- In fact its probably closer to one of the cars you can go and buy than any other rally car thats competing in Australia at a competitive level. BE:- Is it heavy, it looks like a heavy car ? BM:- Its slightly heavier than say an Escort or a 120Y or a Gemini for instance, we've never weighed it but any extra weight isn't significant. BE:- Is it a comfortable car to navigate in, do you get much dust in there ? BM:- Lets put it like this, it used to get a lot of dust in, Murray had removed a few of the things that prevent dust getting in, and in fact in one event, the Warana I think it was, we got so much dust in during the first division that I was actually ill for the first time in 12 years of navigating. Thats not a reflection on the standard 626. Its an extremely comfortable car to navigate in, its luxurious ! BE:- Does the car have a big asset or does the fact that Murrays so quick make up for say, a slight deficiency in straight line speed or chuckability ? BM:- Thats a hard question. BE:- Murray is arguably the quickest driver in Queensland. BM:- I wouldn't say he's the quickest bloke in Queensland judging by results. Becuase its so difficult to judge at the top level, its like trying to compare Carr with Fury with Dunkerton. You can't do it. I'll say this, Murray is a drivers driver. Safe, fast, consistent, a driver who can get his act together. He can do quick times on every section from start to finish of a rally no matter what the conditions are. BE:- Does he get really tired, do you get really tired ? BM:- O no, its experience I think and as long as the events going and its competitive were both awake, once the events over we just collapse. BE:- What are you going to do next year ? BM:- Well next year I've been transferred to Roma. I'm a civil engineer with the Railway Department. I'm committed to doing the QRC with Murray next year, but the Interstate events I'm reluctantly going to have to forgo. BE:- Which do you really prefer the QRC or the ARC, you have recently done the Alpine. BE:- Every rally is the same its only the direction and the course and the organization that differ. The theme of the event is the most important thing about them, the Alpine is a top rank event the second best in Australia. I would put the Castrol as being the best event. If I was giving a list I'd have to say Bega, Castrol, Alpine as my top three. BE:- You haven't mentioned the Lutwyche. BM:- No simply because although the Lutwyche is a splendid event, Queensland just does not have the same level of interest in the sport as there is down south. And although it sounds hard I'm afraid that the quality of the entry is lower up-here than it is in the other events I've mentioned. I realise this won't gain me any friends, but it is a fact we have to face. BE:- Its a fair statement, we're a long way from down there and obviously not everybody is going to travel up for it, whereas everybody will try to do the Alpine. BM:- Yes but it sounds like I'm insulting Queensland competitors which is not my aim. BE:- The car was supplied by Ross Moirs company, Grand Prix Mazda ? BM:- Ross Moir and Joe Camelira are co-proprietors of Grand Prix Mazda. BE:- What did they do, or would it be fairer to say what didn't they do ? BM:- Well they supplied the car, prepared it and serviced it through the year. A really professional unit, obviously the best in Queensland. They took us under their wing and We're delighted its borne fruit so quickly. BE:- I expect they were delighted ! BM:- There weren't many glum faces at Grand Prix Mazda this week Pete ! BE:- Thank You Brian, all the best for the future.

		Phone Number	
		Home	Work
PATRON .. Minister for Defence, Hon.	D.J. Killen		
PRESIDENT .....	Garry Connelly	341 3961	221 6899
VICE PRESIDENT .....	Mike Mitchell	59 8785	57 8177
HON. SECRETARY .....	Jeff Tremain	38 4858	221 6899
ASSISTANT SECRETARY .....	Warren Tegg	48 3889	394 1922
HON. TREASURER .....	Charlie Blake	38 2693	
CLUB CAPTAIN .....	Dale Payne	221 9648	52 5571
COMMITTEE .....	Ian Bond		
	Peter Marshall		
	Dave Chadwick		
	Jim Reddiex		
	Desley Collins		
	Peter Smith		
	Pat Collins		
	Sherry Smith		
	Peter McMahon		
	Brian Stenzel		
CAMS DELEGATE .....	Garry Connelly	341 3961	221 6899
CAMS OBSERVER .....	Ian Bond	345 7828	
HON. AUDITOR .....	Mev Johnston		
PROMOTIONS OFFICER .....	Brian Stenzel	262 1089	52 8816
BUILDING & PROPERTY OFFICER .....	Steve Bynon	398 4793	
REGISTRAR .....	Peter Smith	208 1721	379 6182
MAGAZINE EDITOR .....	Peter Smith	208 1721	379 6182
REFRESHMENTS OFFICER .....	John Hall	345 5751	
ART UNIONS PROMOTER .....	Sherry Smith	349 9323	
FINANCE SUB-COMMITTEE CHAIRMAN .....	Errol Bailey	48 0546	371 5277
MOTORKHANA AND SPEED EVENT			
SUB-COMMITTEE CHAIRMAN .....	Colin Powell	206 4338	
OFF-ROAD SUB-COMMITTEE CHAIRMAN .....	Ian Bond	345 7828	
RALLY SUB-COMMITTEE CHAIRMAN .....	Peter Marshall	202 6932	202 6932
SOCIAL SUB-COMMITTEE CHAIRMAN .....	Desley Collins	390 1145	
SPORTING SUB-COMMITTEE CHAIRMAN .....	Dale Payne	221 9648	52 5571

POSTAL ADDRESS

All correspondence for the Club should be addressed to:

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

CLUBROOMS

CLUBROOMS ARE NOW CLOSED, but re-open on Wednesday 14th January 1981 and will be open every Wednesday from 8.00 pm onwards. Clubrooms are located at the corner of Reid and Hawthorne Streets at Woolloongabba.

MEMBERSHIP SUBSCRIPTIONS

1981 membership subscriptions have not yet been determined.

CLUB BADGES

The following badges may be obtained from the Refreshments Officer:

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



COMING EVENTS (Subject to confirmation)

Tue 13 Jan - Committee meeting at the clubrooms, 8.00 pm  
 Wed 14 Jan - Grand re-opening night at the clubrooms  
 Wed 21 Jan - Off-road night at the clubrooms  
 Sun 25 Jan - BSCC long course off-road event (QORC 1) (Tara)  
 Wed 28 Jan - Night run organised by Charlie Blake & Jeff Tremain  
 Sun 1 Feb - IWMAC Queensland Motorkhana Championship Round 1  
 Tue 3 Feb - Committee meeting at the clubrooms, 8.00 pm  
 Wed 4 Feb - Motor sport movies at the clubrooms  
 Sun 8 Feb - Surfers Paradise races  
 Wed 11 Feb - Rally night at the clubrooms  
 Sat 14 Feb - BSCC closed rally  
 Wed 18 Feb - Off-road night at the clubrooms  
 Mon 23 Feb - Event organisers meeting at the clubrooms, 8.00 pm  
 Wed 25 Feb - Night run organised by Warren Tegg and Dale Payne  
 Tue 3 Mar - Committee meeting at the clubrooms, 8.00 pm  
 Wed 4 Mar - Social night at the clubrooms  
 Sat 7 Mar - CQMSC open rally (QRC 1)  
 Sun 8 Mar - BSCC closed long course off-road event (Oxenford)  
 Mon 9 Mar - Navigation school at the clubrooms - night 1  
 Wed 11 Mar - Rally night at the clubrooms  
 Mon 16 Mar - Navigation school at the clubrooms - night 2  
 Wed 18 Mar - Off-road night at the clubrooms  
 Sat 21 Mar - Castrol Rally  
 Mon 23 Mar - Navigation school at the clubrooms - night 3  
 Wed 25 Mar - Night run - organisers required  
 Sat 28 Mar - BSCC open restricted rally (Novice/Clubman)  
 Sun 29 Mar - Lakeside races

STOP PRESS

Fri 30 Jan CAMS Dinner, Melbourne Hotel, South Brisbane  
 \$15.00 single, \$30.00 double