

# Brisbane Sporting Car Club

SEPTEMBER

15th. Batt. MEMORIAL HALL VULTURE ST.  
SOUTH BRISBANE - NEXT TO THE FIRE STATION.



Established 1954

PRESIDENT  
B. Davis,

214. Old Cleveland Rd. 8. Carrington Rd.  
Coorparoo. 97-1031

TREASURER  
G. Rappel,

Indooroopilly. 7-5123

SECRETARY

R. Luckhurst  
36. Nettleton Cres.  
Mooroona. 48-2315

September 1961

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WEDNESDAY ..... 20th. SEPTEMBER. NIGHT RUN  
 WEDNESDAY..... 27th. CO SEPTEMBER COMMITTEE MEETING  
 WEDNESDAY.....4th. OCTOBER NIGHT RUN  
 WEDNESDAY.....11th.OCTOBER PRESENTATION PRIZES  
 GORDON APPLETON TRIAL  
 SUNDAY .....15th October SUNDAY RUN.

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NIGHT RUN.....WEDNESDAY 20th. Sept.

The run on this evening is being organised by Dave Medland and as Dave has not organised a run before he may have some new ideas . As Dave lives on the South side it is quite probable that the run will be on the south side.The usual night run equipment will be needed. Competitors be carefull where you shine those lights. The first car will leave the club rooms at "prox. 8. 0 Clock,so don't be late.

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COMMITTEE MEETING .....WEDNESDAY 27th. SEPT.

The club rooms will not be open on this night as there is a committee meeting at the Yorke Hotel. Members may come along to the Yorke for a talk with any of the committee members if they wish or might have something to discuss at the meeting.

DON'T forget the GORDON APPLETON TRIAL on the 16th & 17th September .Officials are still required(see Ross Gillespie or Una Webb) Sup Regs. available from the secretary.

GHT RUN ..... WEDNESDAY 4th.Oct.

This is another run that is being organised by a new member and he should have some new methods of instructions. It will be the usual type of night run and is being organised by Col Robinson. Col has competed in trials and has a fair idea of the type of event that most competitors like ( the best type is where you get everybody lost) The first car will leave the club Rooms at 8. 0'Clock .

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Presentation Prizes Gordon Appleton Trial.....Wednesday 11th.Oct.

The prizes for the Gordon Appleton trial will be presented on this evening and all members are cordially invited to come along and bring a freind if the y want to. We hope to have the film of the Armstrong "500" to show plus some films from B.P. Would members please bring along a plate to help towards the supper. The films will start at aprox. 8.15 so don' t be late.

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Sunday Run.....Sunday 15th. October.

This run will be slightly different from usual sunday run in respect of the distance which will be approx 100 miles. The first car will leave the club rooms at approx 10.0'Clock Sunday morning. You will need to take your lunch as there will be a lunch stop for about an hour. The run will finnish at upper Coomera where a Bar beque will be held Steaks will be available for competitors at the finnish at a small cost. There is a swimming pool at the finish so you may take along your swimming trunks. The run is being organised by Bill Hawkshaw.

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Dont <sup>F</sup>orget the Breifing and films evening for the Gordon Appleton Trial on Wednesday the 13th. September.

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P A S T E V E N T S

NIGHT RUN..... WEDNESDAY 9th.Ayg.

The run on this evening was organised by Una Webb & Ross Gillespie

on behalf of Bert Davis who has gone up north fishing. The run took in the north side .The first section was a secret time section to get competitors out of town.The control was situated near Everton Park School. Competitors then left there and proceeded on their way around bald Hills Cash's Crossing ,Strathpine ,Bunya Crossing back to the Club rooms.A lot of the Questions were with regards to the forth coming Trial ( Nailedon to Trees). The run was won by Vern Gillespie Nav. by Norm Gough.

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Night Run.....WEDNESDAY 23rd. Aug.

This run was organised by Loyd Hosking and proved to be a very difficult one with most competitors getting lost early in the piece. after a sort out at the finish the winner was Bob Hines (Nav) by Les Barron. The other organiser was N. Johnston.

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SUNDAY RUN.GYMKHANA..... SUNDAY 27th.Aug.

This run was to have been organised by Jack Barrow but unfortunately Jack couldn't do the run. It was organised by Ray Chayter and Una Webb and finished at Logan Village with a gymkhana afterwards, which was organised by Stewart Hornibrook. The run was won by Bob.Hines (nav) by Les Barron. The winners in the Gymkhana were Hank Kabel reverse bending race, J.Clancey Forward bending race, Allan Larsen Elongated bending race(Section 1) J.Clancey section 2. Potato race Les Barron. Trophies were presented on Wedn. night at the Table top Rally .Owing to an accident there were no more event held during the afternoon. We are very sorry to report that Ray Chayter was hit by a car while officiating as a lane marshall. He sustained a compound fracture of the right arm and a broken right leg.

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The man was indignant at having been arrested, and he staggered up to the police officer to tell him so . "What I wanna know," he said, weaving around in front of the desk, "Is why was I arrested?" "You were brought in for drinking." "Oh, that's different," said the man, pulling himself up and smiling happily, " that's swell-- let's get started."

Results 6th. Mobilgas Economy "un.(Provisional)

CAR.	T.M.P.G.	M.P.G.	
Peugeot 403.	61.4659	44.4439	
Riley 4/68	61.4 <sup>6</sup> 73	40.9737	
Borgward Isab.	56.4675	39.6625	
Morris 85	50.5256	53.9688	
Austin A40	51.7616	47.6538	
Ford Anglia	50.1527	46.4420	
Triumph Herald.	50.5116	44.9566	
Volkswagen	50.7642	47.0082	
Skoda	55.6837	45.5044	
Datsun	52.5360	42.7157	
Simca Aronde	46.1547	36.9622	
Norris Major	50.5461	40.0778	
Austin A60	52.2710	36.7149	
Ford Falcon	50.2896	34.2712	
Stan.Vanguard6.	53.7233	33.8692	
Holden	45.7706	31.6839	
Vauxhall Valox.	47.1070	30.9162	
Mercedes 220 S.	48.4901	28.7570	
Vauxhall Cresta.	43.7909	27.7720	Automatic Transmission
Austin A 99	47.9946	25.6149	"
Humber Sup.Snipe	45.5994	24.5000	"
Studebaker Lark	43.3734	24.4110	"
Ford Fairlane	47.4742	22.7563	"
Renault Dauphine	52.4791	52.5474	Standard
Ford Falcon	44.6179	30.2761	Automatic trans.
Ford Zephyr	46.9164	29.0073	"
Holden	42.3073	28.8925	Hydra-Matic.

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The 1961 "Craven A" Australian Touring car Championship was won by D. Pitt Driving a Jaguar It was a very closeley contended race with the four Jaguars very close to gether for the first 5or 6 laps, but Pitt took the lead and kept it for the rest of the race winning easly. Those seen at Lowood were Mr/Mrs Gough N.Gough Naham Burrow van Thomas, Mike Chapman, Stew Hornibrook & Freind. Bob Clowes and myself.

machine such as Ferrari or Aston Martin, dominating the Championship race today. But, don't imagine that every car which you see is as

exact a replica of the models in your local showrooms as it appears. The National Touring car rules under which the big race will be run today limit the modifications that can be carried out, and, especially in the Holden class, place the emphasis on the tuning ability of a competitor or his crew.

To qualify for the Touring category the car must be a series production saloon of which 100 have been produced. It must have a normal body, seating for at least four persons, with bodywork, fittings and interior trim as supplied by the manufacturer. Briefly, the following mechanical specifications must be adhered to: Original cylinder head must be used, bore and stroke cannot be increased to take the engine out of its normal class, original type of cylinder head must be used, and may only be modified by the removal of metal. Original types of gearbox and rear axle assemblies must be used and only petrol or petrol benzol mixture can be used-alcohol or blends are out. This still leaves plenty of scope for the tuner with the exhaust system, compression to a point, and carburetion to play with. There will be extremes of tuning today with some cars reasonably free from temperament, some more highly tuned versions arriving at the circuit on a trailer so that they do not lose tune, or use up precious hours (even minutes) of the fatigue life of heavily stressed crankshaft.

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A newly commissioned second lieutenant, assigned to train new recruits, found himself confronted with a formidable array of undisciplined manpower, mostly burly mountaineers. Deciding that the first order of business was to obtain unquestioned control he asked "Is there any man who thinks he can beat me in a fight? If so, step forward two paces". After a slight interval, one big fellow stepped forward and drawled, "I don't know if I can lick you he but i'd like to try". The lieutenant promptly announced "Effective at once, your's my top sergeant! Now, is there anyone in the platoon who thinks he can lick both of us?"

Welcome to the following new members

DON MARIOT 17 Agnes St. Acacia Ridge. (A. Larson W. Hawkshaw)  
NOEL JOHN TIERNEY 290 Given Ter. Paddington (M. Young J. Freudenberg)  
EDMUND ADRIAN WHITE 9. Ninth Ave Kedron (M. Young J. Freudenberg)  
GRAHAM STANDEAST 10 Suvla St. Wavell Hts. (L. Barron B. Hines)  
KEN CAVES 72. Gladstone st. Coorparoo (A. Larson W. Hawkshaw)  
BARRY BOASE 131 Shafton Ave. Kangaroo Pt. (A. Larson W. Hawkshaw)  
GEORGE EDWARD ALLEN 78 Wynn Rd. Norman Pk. (D. Medland G. Appel)  
GARTH BURGE 600 Logan Rd. Greenslopes (A. Larson W. Hawkshaw)

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#### RACING UNDER A ROOF.

Saloon cars have been providing a large share of the thrills ever since the inception of Lowood six years ago, and no doubt will do so again today. Comparing the performance of cars which look like these you can buy is interesting, but the real appeal of these events to the spectators lies in the sheer spectacle which they provide. The modern road racing car, such as Cooper and Lotus, is so superbly designed for its own purpose of getting around circuits fast that, right up to the ultimate limit of tyre grip on the road, it is completely under the driver's control, and so not always very spectacular to watch. Production saloon cars are not designed for the single purpose of racing, speed having to be combined with economy of running, roominess comfortable riding, fashionable appearance and all sorts of other requirements; so when it is rushed to the limit of speed around corners of a road racing circuit the average saloon car makes it spectacularly obvious that it is not in its natural element. Rocking, rolling, howling its tyres and perhaps lifting one of its wheels completely off the ground (a habit which has become much more respectable since Coopers did so much three-wheeled cornering on their way to Grand Prix Championship honours!) a touring car at Lowood is apt to give its driver plenty of obvious work to do, and to give the onlookers plenty of thrills.

Only cars in big-scale production are eligible for these events, so you wont see the really exotic sorts of Gran Turismo. cont. on prev. page.

P A R S A B O U T

P E O P L E

We are sorry to report that Ray Chayter is in South Brisbane Hospital suffering from a broken right Arm & a Broken right leg which he sustained at a recent Gymkhana at Logan Village. Ray is in G 4 and I am sure he would like to see any visitors if they have the time .

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Jack Barrow has now sold his holden and is driving around in a volkswagen. Jack might win some gymkhana events now so the boys will have to pull up their socks.

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Three lucky members Alan Larsen Gordon Hoppel & Ray Luckhurst have recently returned from an excellent trip as observers in the 6th. Mobilgas Economy Run. The only complaint I was the early morning calls at 4.30 so as to catch the bus for breakfast. At Grafton I met Geoff Cunningham who took me out to the R.S. club where we invested a few shillings in the poker machines. They have a beautiful club with a bowling green out the back. Geoff Margaret and family wish to be remembered to those club members that know them.

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The reason that this newsletter is late this month is that the secretary has been very ill in bed with Influenza.

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We were very sorry to lose one of our Club Members Doug Antho just recently.

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Joyce Hawkshaw and family have had a holiday down at Coolwater Motel Broadbeach just recently. (believe Bill was trying out a new Gold top at Lemmons.)