



BRISPORT

THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB

2007 City Subaru Clubman Rally Series
Winners- Ross Cox and Chris Baxter.



2007 Silverstone Competition Tyres
Gemini Rally Series Winners -
Kent Lawrence and Chris Nunn.



Congratulations

2007 Silverstone Competition Tyres
Pocket Rocket Rally Series Winners -
Craig & Linda Newell.



2007 City Subaru Queensland Rally Se-
ries Winners - Steven Shephard & Tom
Smith.



Reminder

2008 Membership fees are due

THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB

All correspondence, entries, etc for the Club
should be addressed to:

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BSCC Board

Patron	The Hon Tom Barton
President	Simon Knowles
Vice President	Peter Whalley
Immediate Past President	Brian Everitt
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Club Captain	Vacant
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CAMS Delegate	Errol Bailey
Registrar	Peter Whalley, Jamie Macfarlane
Auditor	John Grounds
Refreshments Officer	Ross Cox
Property Officer	Craig Porter
Sporting Sub-committees:	
Touring Road Events	vacant
Off-Road	Craig Porter

News in Brief

BSCC member Michael Collins has finished 2nd Outright in the 2008 Tighe CAMS Mt Cotton Hillclimb Series. Michael in his Subaru WRX broke 3 records during the series. Then on a count back after tied 1st Outright Danny Mischock took outright Honours with Michael taking 2nd Outright. 3rd Outright was Brad Stratton in Group N Holden GTR XU1 Torana. Congratulations to Michael and good luck in 2008.

Welcome New Members: Brendan White, Jason Page and Greg Pollock.

Due to the repairs to the National Office after severe water intrusion and damage prior to Christmas, CAMS Brisbane is not able to access the information required to send out a general email to members with regards to Officials training courses being presented in 2008. the information and registration forms for upcoming officials training courses can be accessed from the CAMS website www.cams.com.au

Col Trinder, ARCom Chairman along with Deputy Ben Rainsford will be visiting Brisbane on Saturday 1st March 2008 to hold a meeting with the rally community. This meeting is open to all and I would encourage ALL interested parties to attend. Col would like to see all members of the rally community from all levels attending this public meeting to see first hand the issues that are faced by competitors, officials, event organiser, spectators, service crew etc etc. The meeting will be held at Sports House in Milton with times to be advised.

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Presidents Report

I hope everyone had a great Christmas and that the New Year has kicked off well for you.

We have already held our first event for the year, the Recovered Resources Fun Day at Willow Bank was a great Day. As the name say's everyone seemed to have fun and a couple of young fella's did a lot of learning. A big thank you must go to Chris Lane for sponsoring this event and to Shaun Dragona and his lovely wife Annette for organising it.

Our first rally for 2008 will be KCF 1 in March which will kick off a very busy year, consisting of 3 KCF'S, Rally Q , a QRC AT Jimna , a QRC AT Cooloola and our club event at Gallengowan, not to mention 3 TRE'S and the AORC. While this is pretty much a normal year for the BSCC and its many volunteers who organise these events it would be great to see more of you out there helping so give it some thought and don't be shy, everyone is welcome and we normally have a great time running these events.

I dare say everyone has read or heard about some of the stuff going on with the ARC and rally in General. I can assure you it's all go and all systems normal as far as our club is concerned, hopefully the ARC will be the best ever and our QRC'S will be supported and successful. Our organisers have already been setting courses and lining up officials, they never rest that lot.

The annual general meeting is coming up in March, so please think about being a part of the board, it is open to all members, or just come along and catch up and have a say. Remember that the club meeting night's are the second Wednesday night in every month so once again come along see what is happening and have your say.

Well until next month have fun in your toys and play nicely together that's what our sport need's more than anything.

Simon Knowles.

Recovered Resources Fun Day

A very warm Sunday 27th January dawned as 9 competitors and 4 Rally cars took to Ipswich West Moreton autocross track for the Recovered Resources Australia Officials fun day. A very fun day was had by all.

Competitors were Brad Stratton Skyline GTR, Berenice Stratton, Skyline, John Pearce Skyline GTR, Greg Bryant, AlexBryant Subaru Liberty, Greg Sewell Nissan Patrol, Drew Crossley, John McCarthy VW beetle.

Stewart Owen, Corolla Seca and Peter Clydesdale, Daihatsu Sirion.

Rally cars and drivers who came out to give rides were Matt van Tuinen Subaru, Erik Johnsson Evo 6, Simon Knowles Evo 6 and John Keen Datsun 1600.

Winners of the day:

1st OR Brad Stratton GTR

2nd OR John Pearce GTR

3rd OR Greg Bryant Subaru

1st Rear wheel drive Jim Dragona

1st All wheel drive Brad Stratton

1st Front wheel drive Peter Clydesdale

Spirit of Event award Greg Sewell.

Up and Coming award Stewart Owen.

Big thanks go to Shaun and Annette Dragona for organising the day, the officials that participated in the day and Chris Lane from Recovered Resources Australia for sponsoring the day.



Recovered Resources Fun Day



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The BSCC and Clem Jones

With the recent passing of Brisbane's former Lord Mayor, Clem Jones, we should remember that Clem was the Patron of the BSCC during his years as the Lord Mayor of Brisbane.

Clem was a great supporter during this time as well as many other Clubs and Associations in Brisbane. His assistance to Henk Kabel and the board with the purchase of the former clubrooms in Woolloongabba and his support of the club in the use of the clubrooms for meeting purposes was invaluable. Clem also attended many club events during this time, often flagging away the competitors for Rallies, many of which started from the City Hall. He also attended the 25th, 40th and 50th celebrations for the club.

Clem Jones' wife passed away in 1999 and there were no children or family. The Clem Jones Foundation was formed by Clem many years ago to support these various Associations, Clubs and Charities. The foundation will continue the support what Clem started. The Brisbane Sporting Car Club recognizes the inspiration and support from Clem Jones to all the Clubs, Association and Charities during his lifetime and has passed on our club's condolences with a donation to the Clem Jones Foundation.



Co-Pilot Rally Watch

The Co-Pilot Rally Watch is specifically designed for rally co-drivers and is used by the world's leading co-drivers including Daniel Elena and Phil Mills. This unique watch, which shows both time of day and a stopwatch simultaneously, has been designed by co-drivers with a host of functions dedicated to rally use, while remaining very easy to use. The watch can store up to 30 stage times, has a large, clear display, and can be set to a choice of pre-start functions which allow the co-driver to start the stopwatch at any time during the preceding minute of their stage start time.

Tel: 0417 446 940 or Email coral@idx.com.au



An interview with Craig and Linda Newell, of



Winners of the 2007 Silverstone Tyres Pocket Rocket Rally Series

Preamble: 2007 was the first year of the Silverstone Tyres Pocket Rocket Rally Series (<http://www.pocketrocketrally.com/>). Over the preceding 18 months, Craig, Linda, the interviewer and others put in a tremendous effort to get the new series, which is a new concept in Australian rallying, up and running. The interview, whilst light hearted in nature, and occurring on a relaxing afternoon in the off season is a serious look at the effort that went into the 2007 season.

GS: Firstly, I'd like to congratulate you both on the inaugural

win of the 2007 Silverstone Tyres Pocket Rocket Rally series. Both you and the car have had a very consistent year with few problems and a very good finishing record, which is a testament to the hard work you've put into what you do.

I've a couple of questions and I'd like to start with Linda if I may, as I'm sure we'll run out of time if Craig gets all the attention J. Linda:

GS: Obviously the new car has a bit more power than the previous car, how did that impact what you had to do?

Linda: Apart from feeling sick more often, the notes became more complex because they had to include braking markers as well as everything else. Craig had a tendency to drive the car off the side of hills if there is a turn just after a crest unless I tell him to brake.

GS: Having gone through a full season could you give examples of what the new series now means to you? Has your view of rallying changed?

Linda: Rallying used to be for a giggle whereas now more has been invested, both in time and money, so we have to take it a bit more seriously, although there are limits. The most important thing was to be out there (apparently the interviewer was unable to complete an event all year).

GS: What would you say to a rally newbie if they came to you and said they're interested in becoming a navigator, also how is it different from completing a season in the PRRS to a season in the Gemini?

Linda: The only difference from a navigator's perspective is the speed of the car; there is less difference in the navigator's role than the driver's. I still tell the driver when to get in the car, when he's driving slow etc. For a newbie I would say there a lot more Gemini competitors in the field who are seeded in a similar manner so there would be more support around you, but as more Pocket Rocket crews join the field we'll create our own support base within the series as well.

GS: Seat of Your Pants" Motorsport, could you elaborate on the naming for us please?

Linda: it came about because Craig wanted a serious name, and I knew if Craig had a serious name he would take rallying too seriously, so we went with his nickname, Pants. This came from a friend of mine who found Craig in her bathroom with a hair dryer directed at his crutch after a

mishap with a bottle of scotch. After my friend said she was glad she couldn't see Craig's Y-fronts, he declared himself a Pants boy.

GS: Could you tell us about the highlight, for you, of your year?

Linda: Getting to the end of Gallangowan in one piece. It was long and hard, half the fields nav's were ill.

GS: We hear, through various media outlets, that with a change of car you have to pick up the slack around the house, could you elaborate more for the public?

Linda: At first, the rally car build was an all-consuming obsession. Craig didn't eat, drink or sleep unless I dragged him out of the garage. So initially, I did pick up a lot of the slack around the house. Eventually though, I got sick of being the wench and declared that the rally car was not a household chore. Once I got that part to sink in things improved. He now does his fair share of the chores.

GS: Lastly, what does it mean to you to take out the inaugural series win?

Linda: Basically it's not so much a personal sense of achievement in how we performed during the year, more so after 2 years work the series is up and running in Qld and recognized as part of the grass roots of the sport. What started as a dream for some of us, to have a new series, has now come to fruition.

Now some questions for Craig:

GS: Being a seasoned Gemini series driver what did you see as the biggest challenge in going from RWD to FWD?

Craig: The main challenge was...there were two things: one was getting my head around the fact that more throttle in the Civic means less sideways, whereas more throttle in the Gemini meant more sideways; the other challenge was a psychological one, learning to commit as much as we used to in the Gemini

GS: What was the biggest hurdle you faced when deciding to build a new car, especially one that hasn't been through years of testing and refinement?

Craig: That's an interesting question, but I'm not sure our choice of car was wholly untested, because Civics

have been run in Europe and down south so I knew it would work. The concept of the series was probably the untested bit rather than the choice of cars. We know all of the cars can work, it's more a question of having faith in the series rather than the different cars. The biggest hurdle was the budget and trying to stick to it.

GS: How do you feel about your performance this year and what sort of insights has it provided for next year?

Craig: In terms of outright performance I didn't really feel that pressured into driving at 10/10ths due to a number of factors but namely not wanting to bend the car in the first season. Aside from one driver error where we got beached, we've finished every event we've entered and that's confirmed that our choice of car was pretty sound and everyone involved in the preparation did a good job.

I think technically speaking, from a car set up and preparation point of view things are pretty sorted now since we've resolved a braking issue from the start of the year. The biggest thing we have to work on is psychological preparation and fitness.

The biggest insight is probably that the new Excels coming through will prove very competitive and they will set the bar pretty high for the PRRS next year.

GS: We hear that you've been studying to advance your non-rally career, which can only be congratulated. Apparently the rally car build was used as a practical assignment for your studies, could you tell us whether you learned more about Project Management or creative accounting when you were putting everything down on paper?

Craig: It was useful to use the rally build project as part of my PM studies as it forced me to keep a more accurate track of what we'd spent. It was good until the co-financier had a melt down in the kitchen with a cordless drill in her hand, which forced an emergency weekend at the Hyatt Regency in Coolum. However, this unplanned vacation seemed to get the project back on track...

GS: Could you tell us about the highlight, for you, of the year?

Craig: From a series point of view getting 3 cars starting the event at Gallangowan was excellent to see, and I felt that justified the effort put in during the year.

From a personal point of view it would have to be at Border

Ranges, when Linda said 4.7k's to finish and turned off the map light leaving me to drive on those glorious shire roads through the night.

GS: *Lastly, what does it mean to you to take out the inaugural series win?*

[See Linda's response]

GS: *Now I have some questions for both:*

GS: *There has been some impressive results this year, one in particular that wasn't a part of the PRRS series was winning the PRC Class at the GCTMC Classic Rally (and 8th outright), is this a sign of whats to come from you both?*

- 12th outright at Urbenville

- 12th outright at KCF 2

Craig: We can only hope so. When the car was working well there were some positive aspects but coupled with that were some negative experiences. We'd like to think we'd be competitive next year.

It would be good to have some close competitiveness.

Linda: despite being cheap and controlled the cars can be competitive with people with greater budgets.

GS: *As a part of the core group of co-founders and being on the committee of the PRRS, how important was it to you to get out there and prove what these cars are capable of? Also, did that change your focus or ambitions for the year? Did you maybe push sometimes where before you may have not?*

Craig: It was important to be out there at all the events and remind people that this new series is going to gather force. Although the idea has copped some criticism, we have tried to make rallying accessible, relevant to the youth of today and most importantly at the end of the day the series gives people a choice, so we think that's a good thing.

GS: *I'd like to thank you for your time and do you have any parting comments that you'd like to make?*

Craig and Linda: We'd like to thank everyone involved in getting the series off the ground and also those who were enthusiastic about what we are trying to do. A special thanks to Alan Stean from Silverstone Tyres for his support of the series, Rally Panel who have worked hard with us to get the regulations finalized and the competitors who are currently preparing cars and have shown their faith in the concept.



Photo courtesy of Kent Lawrence



NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Brisbane Sporting Car Club Limited, will be held in the Clubrooms, Unit 1/206 Montague Road, West End on WEDNESDAY 19 March 2008 commencing at 8.00 p.m.

The business to be conducted at the Annual General Meeting shall be:

1. To receive the Financial Statements and the Reports of the Directors and the Auditors for the year ended 31 December 2007.
2. To elect members of the Board, and any Life Members recommended by the retiring Board.
3. To receive, consider, and if thought fit, adopt any other Resolutions of which notice has been duly given.
4. To consider any general business.

In accordance with the Constitution, the President, Vice-President, Secretary, Treasurer, Assistant Treasurer, Club Captain and other members of the Board shall be elected at the Annual General Meeting and shall hold office for one year, when they shall retire, but be eligible for re-election.

Each candidate for the Board must be nominated in writing by two financial members of the Club and with the written consent of the nominee. Such nominations must be lodged with the Secretary at **least fourteen (14) days** before the Annual General Meeting, (i.e. Wednesday 5th March 2008) at the latest.

If insufficient nominations are received for the positions to be filled, nominations may be called at the meeting. However, nominations received by 19 March take precedence. Nomination forms are available from the Clubrooms or on request from the Administration Officer on 07 3846 0233. It is most important that we have an enthusiastic and active Board to act on behalf of the Club.

If you are unable to attend the meeting you may appoint a proxy to vote in your place. A person appointed as a proxy must be a member of the Club. To be valid, Proxy forms must be lodged with the Secretary at least twenty-four (24) hours before the time for holding the meeting. Proxy forms are available, on request, from the Administration Officer (07 3846 0233) – please use one if you cannot attend in person.

By order of the Board
BRISANE SPORTING CAR CLUB LIMITED

Glynis Saunders

Glynis Saunders
Club Secretary
DATED THIS 27/11/2007.



BRISBANE SPORTING CAR CLUB LIMITED

NOMINATION FORM

Position _____

I accept nomination _____ Signature
Please print

Nominated by _____ Signature
Please print

Seconded by _____ Signature
Please print

BRISBANE SPORTING CAR CLUB LIMITED

I, of

Being a member of the Brisbane Sporting Car Club Limited hereby appoint

..... of

as my proxy to vote for me and on my behalf at the Annual General Meeting of the Club to be held on the 19th day of March 2008 and at any adjournment thereof.

My proxy is hereby authorised to vote in favour of/against * the following resolutions:

Signed.....this.....day of.....2008

In the presence of.....Witness

Note: In the event of the member desiring to vote for or against any resolution he/she shall instruct his/her proxy accordingly. Unless otherwise instructed, the proxy may vote as he/she sees fit.

* Strike out whichever is not desired.

2008 Australian Off Road Championship calendar announced

The Australian Off Road Commission have given the green light for a six-round Australian Off Road Championship in 2008. The provisional 2008 AORC calendar will be comprised of the following rounds:

Rnd 1: March 22-23, Hyden 400, WA

Rnd 2: May 3-4, Donald, Vic

Rnd 3: June 7-9, Finke Desert Race, NT

Rnd 4: July 12-13, Sunraysia 500, Vic

Rnd 5: September 6-7, Pines Off Road Enduro, SA

Rnd 6: October 18-19, Goondiwindi 400, Qld

The decision to extend the championship to six rounds was based on individual competitor feedback and the consensus of a recent survey which indicated that the majority of AORC registered competitors would like to see an additional event re-introduced in 2008.

All rounds of the 2007 championship will remain in the calendar along with the introduction of the new and exciting Donald event in Victoria which has been challenging for a place on the national calendar since its inception in 2005.

AORCom Chairman, John Paterson, noted that "the introduction of the Donald event into the championship adds an exciting element to the year ahead."

"Trial events have been successfully conducted with very positive feedback and we wish the organisers well with their step up to the national championship next year."

Details on 2008 competitor registration and number reservation procedures will be available shortly.

Note: The 2008 AORC calendar is subject to final confirmation by the Board of CAMS.

2008 Event Fees

Brisbane Sporting Car Club advise that the scheduled fees for events for 2008 will be as follows:

QRC / Clubman Events

QRC \$545.00 (plus GST)

Clubman \$320.00 (plus GST)

Note: Entry fees are based on a minimum entry number of 21 QRC competitors and 15 Clubman competitors. Should this entry level not be achieved by close of entries, the organisers reserve the right to cancel the event (as outlined in the event supplementary regulations).

KCF Rallysport Short Course Rally Series Events

\$220.00 (plus GST)

Note: Entry fees are based on a minimum entry number of 20 competitors. Should this entry level not be achieved by close of entries, the organisers reserve the right to cancel the event (as outlined in the event supplementary regulations).

The BSCC will consider further entry fee reductions dependent on entry numbers in 2008.

Brisbane Sporting Car Club 2008 Events Calendar *

* Provisional—subject to change

<p>January</p>	<p>February</p>	<p>March</p> <p>8th KCF Rallysport Short Course Rally Round 1—Jimna</p> <p>29th Solvix Challenge Touring Road Event (to be confirmed)</p>	<p>April</p> <p>5th Urbanville Rally (Clubman Rd 1) - Urbanville</p>
<p>May</p> <p>10th Kalpower Rally (CQMSC) - Yeppoon</p> <p>31st KCF Rallysport Short Course Rally Round 2— Jimna</p>	<p>June</p> <p>20th- Coates Rally Queensland 22nd (Rd 3 ARC)— Imbil</p> <p>20th Coastal Challenge Touring Road Event (to be confirmed)</p>	<p>July</p>	<p>August</p> <p>2nd Benarkin Rally—Benarkin</p> <p>30th Queensland Challenge Touring Road Event</p>
<p>September</p> <p>6th Yarraman Rally (NDSCC)</p> <p>30th Rally of Classics (GCTMC) (to be confirmed)</p>	<p>October</p> <p>5th Motorkhana (QMS/QMC) - Beenleigh</p> <p>18th— Goondiwindi Off Road 19th Championship (AORC) - Goondiwindi</p>	<p>November</p> <p>15th Cooloola Rally (QRC/Clubman) - Cooloola</p>	<p>December</p> <p>6th Gallangowan Rally</p>

Proposed calendar for Queensland Offroad 2008.

Date	Type of event	Venue	Club / Organiser	Series / Champ
Jan 12&13	Short course	Nambour	Black Flag Motorsport	QORDS 1 QORSCS 1
Feb 2&3	Long Course	Clifton	AARG	QORDS 2 QORC 1
Feb 16	2007 presentation dinner	To be confirmed	Chris and Hayley Hutton and friends	
Mar 15&16	Long Course	Goondiwindi	Goondi Auto Sports	QORDS 3 QORC 2
Apr 19&20	Long Course	Jimna	SEQORRA	QORDS 4 QORC 3
Apr 19 & 20	Short Course	Moranbah	Moranbah Off Road	NQ Series
May 17&18	Short Course	Sexton	Gympie Auto Sports	QORDS 5 QORSCS 2
May 17&18	Short Course	Townsville	NQORRA Inc	NQ Series
June 28 & 29	Short Course	Burdekin	Burdekin Off Road Club ?	NQ Series
July 26&27	Short Course	Kilkivan	Gympie Auto Sports	QORDS 6 QORSCS 3
Aug 2&3	Short Course	Mackay	NQORRA Inc	NQ Series
Aug 23&24	Short Course	Toogoolawah	SEQORRA	QORDS 7 QORSCS 4
Sept 13&14	Short Course	Townsville	NQORRA Inc	NQ Series
Oct 18&19	Long Course	Goondiwindi	BSCC & Goondi Auto Sports	QORDS 8 QORC 4 AORC 6
Nov 1 & 2	Short Course	Moranbah	NQORRA Inc	NQ Series
Nov 8&9	Short Course	Yamanto	SEQORRA	QORDS 9 QORSCS 5

+ April ? Proposed Stadium event – venue tbc – Blackflag Motorsport

Nationals (AORC)

Mar 22&23 Hyden WA
 May 3&4 Donald VIC
 June 7-9 Finke NT
 July 12&13 Mildura VIC
 Sept 6&7 Millicent SA
 Oct 18&19 Goondiwindi QLD

AORC – Australian Off Road Championship (National long course events)

QORC – Qld Off Road Championship (Qld Long Course events)

QORDS – Qld Off Road Drivers Series (Qld Long and Short course events)

QORSCS – Qld Off Road Short Course Series (Qld Short Course events)

A Newbies Tale

This is a sad but true tale of a couple of newbies in their quest to compete in a rally, only the names have been changed, to protect the innocent. Consequently anybody named is deemed far from innocent. Now I am not one to give much credence to conspiracy theories, although as time passes they do seem a lot more appealing.

After having officiated for a couple of years now, we had one of those life changing moments, I think it is called a brain snap, and decided that we wanted to compete in some events. I had a rough idea of what we would be in for, having already done a stage of Rally Q at what felt like race pace with some loon in a Nissan Patrol.

Better to do it now before we got too old, although with a body approaching 50, and a mind approaching 15, age is relative. Obviously one important thing you need to go rallying is a car. Now I couldn't see my employer being too impressed if I fitted a roll cage to the Commodore wagon and fanged that around the bush. So that left us with 2 options, build or buy.

Option 1 was build, then we could get a Focus like Gronholm, or a Subaru like Atkinson, Citroen Xsara's are a bit thin on the ground, so Loeb is out. Or, more realistically get something basic and compete at an entry level. This is also where reality hit, as I am not really of a mechanical persuasion, I once managed to kill a 2-stroke mower trying to fix it. Maybe try option 2. Option 2 then, buy a ready-made vehicle. Looking in all the usual places, the Courier-Mail, used car yards didn't yield much success.

We even officiated at a couple of Regroups. You know the thing, looking for damaged cars returning from stages, owner can't afford to fix, make them an offer they can't refuse, and bingo we have a bargain. Yeah, a bit mercenary I know, but I am related to Robin Hood.

Eventually we stumbled across a nice little Suzuki. Apparently 3 careful owners had only driven it occasionally. So we headed round to check it out and did all the usual high tech RACQ type stuff, kicked the tyres, bounced the suspension, started the engine, etc. The only thing missing was the "reset to track" button they have on the play station games. The owners also seemed such a nice young couple, with their cute little dog. So the deal was

done, buy the car and a few spare parts. Come the day to collect the car, I hadn't realised I would need a semi-trailer and a small industrial suburb to house all the bits.

Ok, now we had a car, what next, oh yeah a competition licence might help. What could be easier, a simple on line test, then a couple of fangs around at a motorkhana. No my son it is not that simple is it. Firstly, the on line test can only be done on Microsoft programs, and we run an Apple Mac so they aren't compatible are they, bugger you Bill Gates. We decide to go into my work on a Saturday to do it there on the old Commodore 64 computers. Alright we're in, nope password doesn't work. Contact CAMS on the Monday, our man is on holidays for two weeks. Eventually we get an email saying it has been reset, so off to work again. Blah, Blah, Blah – submit, waiting, waiting, connection failed, Aaaargh.

Next was the Nav's turn, bingo no problem. Hmmm, I try again, this time successfully. Now being one of those bloody foreigners, CAMS wanted details of my UK driving record.

My god man, I only drove once in the UK, as an unlicensed 6yo on my dad's knee, and then I crashed into the front fence. Maybe I shouldn't tell them that bit.

So, paperwork dutifully completed it was time for the observed license tests. IWMAC are always good for a few motorkhanas, so that would be it.

Check the calendar, brilliant, one in a couple of weeks, then another a fortnight later, easy peasy. The first one was completed without a hitch, now for the second. The second is cancelled due to lack of competitors, so back to the calendar. Oh no there is a drought on, the next event is over a month away, my provisional license runs out before then, what'll I do.

Back onto CAMS, where an extension is duly granted.

OLT 2 day is on a Sunday; this is going to be tight, as we have already agreed to officiate at a KCF event on the Saturday. KCF duties done and dusted, it is back to Brissy on Saturday night.

Sunday morning, unload from previous day and do a final check on the Suzi, bugger a flat tyre. So I grab the spare from the back, it doesn't fit. The stud spacings on the spare wheel are too big. Why would you carry a spare wheel that doesn't fit the car? The previous owners had seemed such a nice young couple too. They obviously have no idea about cars.

Check the shed, every other wheel has rally tyres, which aren't allowed at Willowbank. Nothing else for it, but take the wheel to a garage to be replaced. The first one doesn't do tyres on a weekend, the second is closed, the third is closing, thankfully the fourth is open. Yes they can do it, but four people in front of me, will be about half an hour. Not a problem, it is now 11:30am; I am supposed to be at Willowbank at 12:00 for scrutineering. You just take your time son. I have a car up on stands, a 30 min wait for a tyre, a trip home and a 45 min drive to Willowbank, all to be completed in half an hour, yeah I can do that.

It is times like this that I have come to fully appreciate the more laid back approach at IWMAC. So scrutineering is completed, along with a dissertation on fire extinguishers, and how the Australian Standards are apparently rubbish. Finally, paperwork is completed, OLT's are completed, UK driving record still a secret, now sit back and wait. The Nav of course already has her competition licence, as she is a non-driving co-driver. A serious bit now, Note to any intending competitors, get your licence at one of the approved testing centres, it has got to be easier.

In the meantime we had been told that rallying is a team effort, so we decided to do a couple of team bonding events. You know the type of thing, getting the driver and co-driver working as one, yeah right. First up was the Solvix touring road event, well that started brilliantly didn't it. Made Gigi Galli and his co-driver look like a couple of angels. After an understandably quiet lunch at Aratula, I realised I should probably listen to instructions. The second half went a lot better, we even picked up an award, a long thin one with a round end and made of wood.

Next team bonding event was a rally sprint at the AARG's Sandy Camp complex. This is a great little track with a bit of everything, fast straights, slippery corners, sweeping bends and hairpins. We can highly recommend it, although the bloke in the red Gemini might not agree. He slid straight into a tree, with the echoes of his co-driver yelling faster, faster, ringing in his ears. As Sandy Camp is on private property, you do several passes of the circuit. On one pass I noticed a photographer on a nice tight bend. On the second pass I announced "I will get a bit more sideways to give him a

good shot", which I did. At the end of the run the Nav suggested that "Maybe I wasn't quite experienced enough to be lairising for the cameras yet."

But of course our exploits weren't completely incident free. Our current service vehicle is a trusty old Falcon Ute, which has had a hard life lugging all sorts of stuff to and from the house. Consequently she is getting a bit tired, and during the haul up the Toowoomba range she started to overheat. After a break we continued on our way, but about twenty minutes from Clifton everything died. Again using my "expert mechanical knowledge", along with that of a passing farmer, we deduced an electrical problem, probably the coil. As luck would have it this happened about 300m from a garage. Turned out to be the distributor, which is bullet-proof, apparently. Luckily the garage owner had one out the back, as they do in these country garages. So half an hour later we are on our way again to an otherwise enjoyable weekend.

Next up is an actual rally, KCF 3 at Jimna. As the big day approached the Nav was starting to get edgy. It probably didn't help when on seeing the entry list; I loudly proclaimed, "We could get a top 10 finish here."

Now I must admit that just sometimes I can be a bit too competitive for my own good.

After all, this is the same bloke who received an 8-week suspension earlier in the football season. Why, for pulling the whistle out of the referee's mouth and tossing it away, whilst suggesting he was a bit of an idiot. Oh, and this was after I had already got a red card.

Never believe anyone who tells you, over 35's soccer is just social.

But I digress, the first hurdle was scrutineering. With the vehicle up on the hoist, I stood back smugly waiting for the ok sticker. I do smugly very well. Mind you they are taking their time, why are they having a conference in the corner? They didn't do that for any of the others? Smugness soon gave way to concern, especially when the Nav forcefully suggested I get in there and find out what is wrong. We can't fail our first scrutineering, can we?

Eventually it passed ok and the heart rate was returning to normal as we headed home.

The big day arrives, up early and off we go. The excitement levels are starting to rise now, although in the Nav's case it is anxiety levels. So much so, that when we arrive at Jimna, she is like a chipmunk on speed. Makes me wish I had

I had brought a box of Vallium to calm her down.

On to recce, we were given the 11km Marumbah Mambo stage to do first. There is something seriously wrong with the road book. None of the tulips are matching up with the alleged distances. I thought the organisers were supposed to drive the stages to write the road book? What did they do, guess it from an RACQ touring map? By the end of stage our tripmeter showed just over 25 kms travelled. Admittedly some of the tracks were hard to see but we couldn't have gone that far off could we? God I wished I'd brought that Vallium.

Back at the service area I casually mentioned this setback to the previous owner, who immediately realised our tripmeter needed calibrating. Press a couple of buttons and enter a secret code written inside the glove box, and presto all fixed. Sorry Kathy & Greg, you did get it right after all, those RACQ maps are really quite good aren't they.

Before heading off into the first stage, I was given one final piece of advice "Don't scare the Nav" or she won't come back. This time I listened and we took it fairly easy on the first run through. The Nav nearly burst into tears at the end of the first stage, relief, joy, excitement, fear, or a female thing, or maybe a combination of all of the above. Me, I just avoided having an accident in my trousers, this is brilliant.

The rest of the rally went off without incident and was an absolute blast. We will definitely be back for more of this.

To her credit the Nav calmed down after the first stage, and did a fantastic job for the rest of the day, although I will have to turn the volume down on the intercom.

We consistently improved stage times with each pass, so were happy with end result.

Also, we now have an understanding of what it is like on the other side of the stopwatch.

We used to wonder why it took 2 hours for the cars to come back round.

Of course none of this would have been possible or as enjoyable without the help and advice of a great many people. Not sponsors or moneymen, but the members of the BSCC. You may not realise you helped but you did, either in our capacity as officials or competitors.

So, innocent or not, and in no particular order, the Nav and I would particularly like to thank the following people.

Simon & Margot Knowles (the nice young couple), Craig & Linda Newell, Shaun & Annette Dragona, Tony & Helen Best, Greg Bryant, Greg Sewell (the loon), Dick Owen, Rod Sams, Grant Brecknell and Cliff Brecknell.

Finally we would like to thank Mark Joyce and Bernie O'Halloran for promising to keep an eye on us during the KCF Rally, although how they planned to do that is beyond me, as they were the car in front of us.

Is there a moral to this story? No, I wouldn't recognise a moral if it jumped up and bit me on the arse. As the Nike ad says, "Just do it".

Cheers – Alan & Glynis.





MEMO

From: Milton Brennan
State Manager-Queensland

To: CAMS Affiliated Clubs

Date: 23rd January 2008

Subject: CAMS Administration – State Office continuity of operation

The following is an extract from the Minutes of the 15th January 2008 meeting of the Queensland State Council:

5354 CAMS Administration – State Office continuity of operation

Paul Overell, Queensland State Council Chairman, having noted comments from some delegates that a number of rumours had been circulating regarding CAMS state offices having been closed and/or about to be closed, advised delegates that any such rumour was false. Paul Overell further advised that he had been involved in very recent discussions with both the President of CAMS and the CEO of CAMS and that the President and CEO had confirmed the continuing presence of CAMS state offices.

Paul Overell also referred delegates to statements made by the CEO during his attendance at the October 2007 meeting of the Queensland State Council at which time the CEO stated that one of the reasons for the centralisation of Event Permit and Vehicle Log Book processing to a central facility in CAMS' Melbourne office was to release capacity within the state office to undertake a proactive club and sport development role rather than reactive transactional type work and that simply put, whilst the role and function of the state office would change, the state office will have a continuing presence.

Dramatic reforms proposed to ARCom for future of ARC

CAMS Media Release
29 Jan 2008

The Australian Rally Commission has been asked to consider a range of substantial changes to the Australian Rally Championship by Chairman, Colin Trinder. The reform plan is aimed at drastically reducing overall costs of participation, creating a new competition and adopting a new formula for standard production rally cars.

Trinder said that "the reforms are big picture at this stage - focusing mainly on reducing participation costs in the ARC for privateer, state and club level participants."

"This can't be done without rethinking the way the ARC competition is structured and what it aims to achieve for its key stakeholders – the competitors, event organisers, volunteers and our commercial partners.

"The conceptual plan is to create a competition which is divided into 2WD and 4WD domains in elite and premier competitions. The elite competition includes the manufacturers and top privateers, and will be supported by a broader, stronger base of competitors competing in a strict cost-controlled environment."

"The working title for this new level of competition is the "Premier League" and the plan proposes that it be introduced in time for the launch of the 2008 ARC in April. While the timelines are tight, I believe urgent action is needed to address some of the strategic issues facing the ARC – particularly cost," continued Trinder.

Key features of the "Premier League" competition are that to be eligible a competitor only has to meet certain vehicle eligibility requirements – principally that they use a vehicle that is older than three years, that is tuned for an everyday road transport fuel (which would include alternatives such as diesel and ethanol blends) and that they comply with a strict limit of 12 tyres per event. Only a competitor's best four rounds of the ARC will count toward the pointscore for determining the Australian Premier League Champions. However the most substantial change to the way this part of the ARC will operate is the proposed removal of reconnaissance and organisers will have the option of providing pre-prepared pace notes should competitors choose to use them.

"The proposal to dispense with reconnaissance is a difficult choice, however, if we are going to be serious about making the ARC more affordable for state and club level competitors, this is probably the single biggest step we can take to save money," said Trinder.

"It can potentially cut up to three days from an ARC itinerary for crews, which means substantial savings in areas such as accommodation, food, fuel and dispenses with the need for a recce car.

"I fully expect there will be a diversity of opinion on this subject, however the option for reconnaissance, using exotic fuel and additional tyres will remain open to competitors but they will automatically be considered as part of the elite level competition."

"In the vehicle eligibility area, the plan proposes a new vehicle category moving toward largely unmodified vehicles. Again, the philosophy of cost control shall be strongly applied to the modifications permitted to these vehicles. The vision is that these cars should be as close as possible to the way they were released from the factory with just roll over protection, safety items and modifications such as rally suspension and exhausts added," concluded Trinder.

Consultation with the rally community will continue during February with the key elements of the final plan being adopted in time for implementation at the opening round of the 2008 Australian Rally Championship in early April, the Forest Rally in Western Australia.

It is intended that the effects of the new plan on events will be closely monitored during 2008 with fine tuning being made along the way as and when necessary. The ARC reform package will form part of a wider plan for reform that ARCom intends to pursue in all areas of the sport aiming to improve the sustainability of rallying at all levels for competitors, organisers, volunteers and commercial partners.