



BRISPORT

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THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB

May - June 2006

Presidents' Report

As most of you may already know by now, Sheridan has moved on from her Administration Officer duties within the Club to pursue an alternative career path. I know everyone will miss her, and her extensive knowledge of Club activities, but I'm just as sure we all wish her the best with future endeavours – go girl! (Rumour has it that she may re-appear in a key official role at one of our events later this year).

Rosalea Tipping has been fulfilling the role in a temporary, part-time capacity over the last few weeks and seems to be getting a pretty good handle on most things. If you have cause to contact the Club, please welcome Rosalea and give her as much assistance as possible. The Board plans to advertise the AO vacancy in the near future.

At the same time this was happening, Rally Queensland (our biggest event for the year) was moving into full swing. Needless to say, the Barhwan (aka Errol Bailey) and his "orange people" provided another first-class event, this year based out of Mooloolaba on the Sunshine Coast. Reports indicate great roads, great stage teams and slick organisation – well done Errol and the whole team. I expect there'll be other reports in this and following Brisport issues.

The weekend after Rally Qld your Club assisted RACQ with their annual Motorfest (no rest for the wicked), this year held

Coates Rally Queensland



KCF Short Course Rally Round 2



COMING EVENTS

July 16	BSCC Motorkhana
August 12	KCF Round 3
August 26	Queensland Challenge TRE
September 9	Goodyear Auto service Centre Classic
October 14-15	AORC Goondiwindi
November 4	Cooloola Classic

URGENT

Goodyear Auto service Centre Classic is to be held on September 9.

We need Stage Commanders, Road Blocks and Road Crew Volunteers.

The event starts at Kilcoy at 9.30am, so teams need to be in place early, and finishes on the Gallangowan Oval at 9.30pm.

Contact Sheridan (Secretary) or David Nash (Cof C) or Rosalea at the BSCC Clubrooms on (07) 3846 0233

BSCC Board

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Off-Road	Craig Porter
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Contact us

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Clubrooms

The Clubrooms of Brisbane Sporting Car Club are located at 1/206-208 Montague Road, West End and are open every second Wednesday night from 8pm onwards.

(President's Report Continued)

at the RNA showgrounds. The new venue provided a much more central location to previous years, and also provided improved access for entrants and spectators alike. I'd like to make mention of those willing members who volunteered their time and expertise so soon after another major event – John Colvin, Patrick Hetherman, Rod Bailey and Jenny, Rosalea Tipping and Anthony, Dell Garbett, Wes Depper, Bill Spurway, Peter and Matt Whalley, Tony and Helen Best and Dick Owen – your Club says 'many thanks'.

We're now entering the busiest half of the year for both competitors and officials alike, so a quick reminder of upcoming events is warranted.

Don't forget the BSCC Motorkhana scheduled for Sunday 16 July. Geoff Crandell and Shaun Dragona are the Organisers. This event will be held at the Keema Automotive Group, Springwood rear carpark. Make an effort to come along to either compete or spectate to support this "grass-roots" event - and the sponsors – Keema Springwood. KCF 3 is listed for Saturday 12 August under the watchful eye of "C of C in-training" Greg Bryant and his trusty team. Then the very popular Century Batteries TRE will be run on 28 August with Andrew Owen (et al) at the helm.

Also mark down in your diaries:

9 Sept – Goodyear Auto service Centre Classic (David Nash and Neil Michel)

14 & 15 October – AORC Goondiwindi (Craig Porter)

4 November – Cooloola Classic (Steve Davies)

Then (dare I mention it) the Christmas Party (organiser - "vacancy exists").

Helpers WILL be sought for all these activities – so get in now, especially if you're planning an upgrade to your CAMS Official's licence.

Phew!!! Enough from me.....

See ya'll in the forests,

Brian Everitt
President

This is your Captain speaking.....

Greeting to all. I hope any one involved in Rally 'Q', as a competitor or volunteer had as much fun as Phil Bonser and myself did competing. Twin Waters and Mooloolaba seemed to be a good move for the event. I am sure as time progresses at the new venue it will go to greater heights. Wednesday night documentation was well run as usual and we adjourned to the house at Marcoola we were renting along with Rod Biggar and crew. {Sorry Twin Waters}. Larissa Skyring had organised all their crew and my crew with food and itinerary for the five days, it ran like clockwork. "By the livin'" the young blokes were a bit lax in the washing up department.

Recce on Thursday went off without a hitch, the grey nomads and others like Michael Stark and wife? manned 'Start' and 'Finish' of the stages. Domonic Corcoran, as CRO, and two other gentlemen manned the radar in the forest for recce and we were measured at 48 and 47 klms/hr when we were observed on the road. Phil and I managed two full traverses of all stages bar the bitumen one in Imbil. Friday dawned bright and clear and we stickered the car, whacked rally tyres onto it then headed off to Scrutineering. After scrutineering we discovered a problem with the steering rack. A quick run to Keil Mountain to GemWreck uncovered a better rack and then a trip to Kawana Brake & Clutch (07 5493 8522) in Kawana where Don Wallace let us use one of his hoists to do the exchange. Back to Pedders for wheel alignment and then to the house for a change of gear and then on to the Ceremonial start at Mooloolaba. The night seemed a little flat but we had been spoiled at Caloundra. Looking back to earlier Rally 'Q's at Caloundra there were Friday night starts that seemed to lack spark so the event at Mooloolaba can only improve. Many thanks to the 1000 members of the Maroochydoore Police who were on hand to keep the peace. It seemed to work don't you think? Cruised back to the house for dinner and sleep ready for the great adventure that is Rally 'Q'.

Saturday morning was a desperate flurry of bodies as we had 9 people staying in the house and the loo and shower really copped a flogging..LOL After booking in to service and getting a once over the car from brother Brett and Wayne and Andy we headed out to battle. First stage was as much fun as you could imagine in the short time we were on stage. Second stage had "THE JUMP" that had been a point of great angst among drivers all the leadup days to the event. Took off from the start, round through Cutters, tucked it into the left hander and down the short straight to "THE JUMP". Left the ground flat bickies in second, flew like a bird...LOL, and landed with a thump. Sh_t, we are still alive, but what is that noise? Kept up it till we finished the stage and at the start of the third stage discovered one of the exhaust rubbers had popped off the hanger and the pipe was banging on the floor. PHEW. Had been finding it hard to get some rhythm and as we headed off on the "Cutters Long" stage I was still suffering a 'touch of jitters'. This was blasted out of me quickly enough as we had a 'caution right three on crest' after an uphill slog. As we reached the top Phil started to say 'You won't make it' as we launched straight over the crest into the remnants of a cut pine forest on the other side of the



crest, the corner disappearing past my door like a shot. Hard on the brakes, knocking over a thin tree, then statted a long turn to the right in roof high shrubbery and grass as I tried to stop the car. Dodged a stump that appeared on the right side and turned right again to burst out of the grass onto the road. Swallowed my heart, asked Phil if he could see anything of note on the guages and then took off down the road along the stage.

Seemed to be a little more focused after that...

During the next stages, Million, Bellwood and Kandanga we had a problem {Bloody Geminis} with the centre bearing banging on right hand corners towards the end of Kandanga stage. In service I asked Brett to go to Kiel Mountain again as we had the flexi-service option to take advantage of when we came back after Borumba Tower, New Traverse and Cutters West. Brett duly arrived after we had used 15 mins of flexi-service and then he, Wayne and Andy proceeded to remove the centre bearing and torque tube, repair the bearing mount and refit the lot in 50 odd mins. We then left to travel back to Parc Ferme at Marcoola. Saturday night the Spag Bog was really really good {Thanks Larry}, the Hahn Lights washed the dust down and the bed was a welcome sight.

Sunday I promised Phil I would negotiate the crest with more care but proceeded to take one second per kilometre off our Saturday times. Dropped a plug lead from the distributor in Kandanga and ran about 1.5 klms on three cylinders. Bugger. Brett and Wayne discovered the problem at Service and we had an uneventful run Sunday. We were joined by my Dad and Mum and Brett's wife and children for lunch on Sunday, made a family affair of it ..lol. Mat van Tuinen's corner nearly claimed us on Sunday, I was carrying way too much speed for the left and had a vision of whacking the tree in a similar spot to the Subaru. The front left wheel just touched the culvert and after that it was a case of 'chase the front' as we careered round the corner and had a couple of 'tank-slappers'. Checked the undies at the end and hadn't made a mess of myself. The end of New Traverse was the most intense part of the rally for me, good and fast and a super piece of road, I don't think I breathed for the last 1.5-2 klms..lol

(continued)

Club Captains Report (continued)

Nearly caught Darren and Greg in the 'Lobstar' on Sunday only to find he had done us by two secs. Down to the finish at Mooloolaba, finding most of the crowd gone home by the time we got there. Again thanks to the 999 members of the Maroochydoore Police who were on hand to quell the riot...lol.

Big thankyou to my sponsors,

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The 'Bahgwan' and all organisers, the road crew, and volunteers including the 'Grey Nomads' have my admiration for the effort and application displayed by all. The stage crews all were magnificent, handled all the dramas with aplomb, as far as we saw. Congratulations and Thanks. The 'Kandanga' stage crew...What a fine effort, the setup was fantastic, and the courtesy and humour displayed by all members on that crew was excellent..Thanks.

The quality of the roads was excellent, some stages really testing the arms and then to surprise you there were wide open shire roads tucked in the middle to get the heart racing. Keep 'em sideways {and on three wheels at Imbil stage} and on the road.

Looking forward to a run at the 'Border Ranges Rally' run by Gold Coast Tweed on the 8th July, hope to see some of you there.

Cheers,
Ross

Photos on Rally Qld and KCF Round 2 by Red Hot Shotz Sports Photography <http://www.redhotshotz.com/>

Complete Results for Rally Queensland and KCF Round 2 are available from the BSCC Website www.bscc.asn.au.



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Coates Rally Old 2006 - My First ARC/ARC Event

Tuesday, June 13th – With all the service crew gear packed, we left home and headed north on the Gateway Motorway. We had to call into Wayne Daniels' place to pick the Gemmie and then we were on our way once more, heading north on the Bruce Highway. We stopped again at the Ettamoggah Pub and picked up our good friend Wayne Whitworth who was part of our service crew and headed off again, next stop Maroola, to the house that we had rented for the next week. This gave us a little bit of time for some relaxation and we also used the time getting our bearings, finding out where Rally Headquarters was and where documentation was to take place on Wednesday afternoon. We also took a drive down to Maroochydore to find where Pedders Suspension was, and the quickest way to the Bruce Highway for transport to Recce on the Thursday.

Wednesday, June 14th – 4pm in the afternoon, we went to Novatel Twin Waters and Rally HQ for documentation, and collected all our gear for the event. Went back to where we were staying and put all the sponsors decals and doors numbers etc on the car. Wednesday evening, my navigator Matthew Daniels and his dad Wayne turned up about 7.30 pm and we all turned in early, as we had a big day ahead of us on the Thursday for recce. What makes Matthew remarkable is that he is only 15 years of age and in year 10 at High School.

Thursday, June 15th – Up at 5.00 am and still dark. After a very quick breakfast, Matthew, Wayne and I headed for Imbil in Wayne's Landcruiser. Being our first Rally Q, we didn't know what to expect. We got lost once or twice but eventually got our bearings. We managed to go over all the stages twice. We had a great day and Matthew was able to write great notes.

Friday, June 16th – Another early start as we had to be at scrutineering at Pedders Suspension at Maroochydore by 8.20am. Got through scrutineering OK, once we replaced the flasher canister and got the blinkers to work again. Friday night, we all arrived at Mooloolaba Esplanade staging area and were directed to the lower road where we were joined by our fellow Clubman/Classic competitors, all 13 of us. The cars generated a lot of interest from the general public and rally fans alike. The atmosphere was electric as competitors were eager for the rally to commence. Matthew's mum Teresa and younger sister Jordon drove up from Brisbane and joined us all at Mooloolaba. At 8.30pm the rally cars, starting with the ARC competitors first, went over the START/FINISH ramp one by one, followed by QRC cars then Clubman/Classics. Pat Hetherman done a wonderful job as compare and interviewed each driver as they came through, so everyone had their few minutes of fame.

Maybe next year, the Police will allow the bitumen special stage to go ahead and this will really showcase the sport to the general public.

Saturday, 17th June – Rally day at last – the start of Heat 1. We were up at 5.00 am, as we had to leave by 6.00am to arrive at Imbil by 7.00am. As the organisers had decided to start the classic cars in the reverse order, meant that Matthew and I were the first car on the road.....the road sweeper. So we left Imbil at 8.00 am and our rally had begun. We went over the railway line, heading for Borumba East, the start of SS1. Just before the stage, as we turned off the main road onto the dirt, I gassed it up for a bit and did a bit of zig zagging, to get warmth in the tyres. I found the stage very fast and flowing and was happy just to get through it.

SS2: Cutters Short - Plenty of scope to do handbrake turns, followed by the big jump. We come to a stop like girls and "gave the finger" to the spectators. I found that it was a quick and easy stage like SS1. The next stage, **Cutters Long** had a bit of everything in it. At the T Junction where you turned right for Cutters Short and left for Cutters long, we were confronted with an oncoming car, the Datsun 1600 called the Green Grunter. The roadblock waved them down as we were coming out the corner of the T junction. The stage had some fast stuff in it, followed by tight and twisty sections, some of which were rather steep with big drop offs in places.

SS4 – Million LA – I found this stage uphill and downdale with a lot of crests. Half way through the stage, they had the hairpin. You were going slightly uphill, into it. We hit the corner and pulled the handbrake a bit too early, where we had to drive up the dirt mound. Other than that, a very enjoyable stage.

SS5 – Bellwood 1 – Just like the last stage, pretty much

SS6 – Kandanga - This one was our favourite stages, my navigator Matthew particularly liked the handbrake turns. He said, "Gee that was brilliant, I'd love to drive this stage myself one day" The roads were absolutely superb, wide fast and flowing.

SS7 – Imbil Bitumen Stage – This short squirt past the back of the service park was quite a blast. We enjoyed ourselves and gave our service crew a big wave.

SS8 – Borumba Tower – Just before you start into the hilly section of this stage, there was a big bull in the middle of the road. I was on the horn and still on the juice, but I had to almost come to a stop to go around it, because it just didn't move at all.

SS9 – New Traverse – About 3 or 4 kilometres into the stage, there was a rough rocky creek crossing. We hit it pretty hard. It sounded like I had a back left tyre blown, but I was keen to get out of the stage before changing it.

Or so I thought, but I was wrong. What the "flopping" noise really was, was a broken universal joint, linked to the driveshaft. The driveshaft was torn out, along with the torque tube and the bolts that hold the diff up. It had also chewed through the fuel lines and handbrake cable.

Alas, we had to stop just short of the flying finish and wasn't able to get outside assistance to clamp up the

Coates Rally Old 2006 - My First ARC/ARC Event (continued)

broken fuel line, even though we were clearly no longer competitive. We were towed out of the stage onto Derrier Road, adjacent to the start of the Cutters Camp Stage. Our service crew, finally found us after enquiring back at Imbil as to where we were. Our thanks must go to Craig Mole for kindly lending his car trailer, so that we could trailer the Gemmie back to Marcoola. After sourcing the necessary parts from a Gemini Wrecker at Keils Mountain, My service crew worked very hard Saturday night until 11.30 to get the Gemmie back on the road and ready Heat 2.

Sunday 18th June – HEAT 2 Up very early at 5.00 am as usual, and left at 6.00 to go to Imbil for the start of Heat 2. Although we were still starting as the first of the Classic Cars, at least we weren't Car 1 on the road like we were in Heat 1. They started the ARC cars first, so gave us a little extra time.

SS11, SS12 & SS13 were repeats of the previous days stages, Borumba East, Cutters Short and Cutters Long. After we go to the end of Cutters Long, we had broken the exhaust at the manifold end. The coil lead came off as well, just to add to the problems from the previous day. You could hear us coming for miles, as we roared our way through the bush. The torque tube, which had been fitted up the night before, was only hanging on by one nut and bolt. Quick action by Wayne at service was able to tighten up the bolts again.

SS14, SS15, SS16 were repeats of Million LA, Bellwood and Kandanga. For these 3 stages, we had no intercom, so I couldn't hear Matthew at all because the car was roaring its head off because of the broken, with road blocks and control keepers clapping and cheering us on. The poor old Gemmie was going to finish this leg. Matthew was pleased when suddenly the intercom came back to life again, making his job quite a lot easier.

SS17, SS18, SS19 were repeats of Borumba Tower, U Traverse, and Cutters West. –

About 4 kms into Borumba Tower section, we come across a calf, which had been hit by a car, followed by its mother. I come around the corner and nearly cleaned the poor calf up myself. Heading into U Traverse, took it easy until we got past the creek crossing which caused all our grief the day before, then planted the boot and was happy to get to the finish.

Cutters West, the last stage of the rally. I just knew I was going to get this car to the finish. As we were going through the hairpins at Cutters and the jump, all Matthew could do was wave to everybody, and lost his position on the pace notes. He soon got back on the notes and I was on the "happy" gas because it was very fast, flowing and I enjoyed it immensely.

Back to Imbil to the applause of my service crew, time to wash the car, before the liaison back to Mooloolaba where it had all started on the Friday night.

Oh what a feeling to drive over the START/FINISH ramp as a finisher in Leg 2. This is the biggest event I've done. What a disappointment, that we basically done the whole event except for the last stage of Leg 1 on Saturday.

A most enjoyable event. My thanks must go to my Navigator Matthew Daniels for a superb job on the notes, my service crew Wayne Daniels and Wayne Whitworth, and also to Rob Dixon who kindly came back to Marcoola to help us on Saturday night. Thanks to Errol Bailey's team the BSCC organising committee, all officials, control keepers and road blocks and the people of Imbil for making the rally such a success.

Look forward to next year. Bring it on.

Mark Joyce



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Fulcrum Suspension Coastal Challenge 2006

Message from Clerk of the Course

Greetings all. The 2006 Fulcrum Suspensions Coastal Challenge has been run and won. Please find attached several spreadsheets detailing the results.

The two day format was a significant change from previous years. It appeared to run fairly well, and with the exception of the Friday night parking, there were no major problems. Now that the ARC has sorted its self out at Mooloolaba, hopefully next year we will be able to park all our cars there for the display.

The results:

For the two day Challenge, Fook Seung Lee and Pauline Thompson in the diminutive Corolla scored a 25 point victory over the Peugeot of Richard Chaseling and John Keen. Equal third were the Lancer Evo of Tae Royal/Andrew Crossley and the XR6 of Megan Jones/ Darren Barton.

The STi of Mark Stringer/Kevin Houghton blitzed the field on the special tests with total penalties of 289 points. The McCowan/Grounds WRX on 313, and the Wheeler WRX on 314 filled the minor placings. There were another 5 cars within 10 points of second and third.

Navigation honours went to the XR6 of Jones/Barton, clean sheeting the event. They were followed 3 points behind by Richard Chaseling and John Keen, with Fook/Thompson 1 point further back.

Friday honours went to Fook/Thompson from McCowan/Grounds with Steinback/Mitchell and the Wheelers equal on third.

Saturday saw Fook/Thompson tie with the Rowse/O'Donnell MX5. Jones/Barton filled third place.

The trophy presentation will be held in the BSCC Clubrooms Montague Road on **Wednesday at 8:00 pm** on July 12th. Drinks and snack food will be provided at the conclusion of the presentation.

Thanks to Fulcrum Suspensions for their support. The Fulcrum course car (Barry & Saleena) and Fulcrum car # 26 (Darren & Adam) appeared to enjoy the event.

Should you need suspension parts, advice or work, call Fulcrum and they will be able to help.

In conclusion, an event like this cannot run on its own. Many thanks to the road crews, control teams, test officials, stewards and ARC workers who contributed to what was hopefully an enjoyable couple of days for all.

The next event is the Queensland Challenge in late August. Sup Regs will be available from the BSCC web site by late July.

Andrew Owen
Clerk of Course

The ARC Nomads (or Patrick's secret army)

For the last five years, The ARC Nomads came 2 X 2 in 4 X 4s a week prior to the event. Following Nomad leaders Patrick & Ann Hetherman, trailing their homes on wheels they set up camp at Imbil and take over the forests for a few days.

Who are the Nomads? They are members of the Queensland Caravan Club. They enjoy life and doing something different. Raised by Patrick, (approx five years ago) in answer to Errol's call for assistance, to monitor and run the practise days for Rally Q. They have continued and this year they ran Corporate rides day, Imbil show ground set up, Recce stages for Stage Commanders still at WORK, Shakedown and Media Day special stages. The Nomads have also supported the Australian Safari twice and the last London to Sydney Marathon. Over the last five years there has been about 30 Nomads supporting the group.

Nomads are sought after, by the major teams, because they record run times and even splits along the way, for their own interest. So if ever the TAB takes wagers on Rally Q the Nomads would be great tipsters.

This year some of the Nomads were at the event for the first time and were surprised at how friendly and courteous all the crews behaved on the day. Well done everybody. Eleven teams of two came this year of which six teams stayed on for the event, offering back up for the commentary team.



Nomads do it tough. Each night after a full day they sit down to dinner, prepared by the Ladies of Imbil Showground Society. They enjoy this as many of their days on the event start between 5 – 6am. In winter Imbil, it is *^##+@ cold at that time of day. Over the last couple of years they have been joined by others from the event for dinner, Jim Reddiex, Greg Sewell, Geoff Crandall to name a few. This year the long table got longer as 28 people sat down to dinner. Discussion on the day and briefing for the next day takes place, in a very friendly and noisy atmosphere. Yes they do enjoy themselves.

Originally the Nomads used to leave the event on Friday evening but enthusiasm for the sport is growing amongst them. Half now remain for the event. Maybe in the not too distant future, we could see a stage of a QRC totally manned by Nomads. If that happens they will be there for more than a day, as that is their style. All are familiar with operating radios as they have them in their vehicles. All these Nomads go to a caravan Rally once a month and this year they came direct from Kilcoy, so by the time they got home had been two weeks on the road, retirement has its bonuses. Interestingly at the up coming AORC at Goondiwindi the same weekend will see 250 plus caravans at the showground for the state rally of caravan clubs. They will be around the off road sometime.




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Road event for the Festival of Speed on Tweed

Now a major annual drawcard for Murwillumbah, the Festival of Speed on Tweed continues to flourish amid the sights and sounds of historic racing cars competing on a street circuit through the middle of town.

This year, the motor sport activities associated with Speed on Tweed will take to the open road on Thursday, 14 and Friday, 15 September, 2006 for the inaugural run of **'Tour the Tweed'**, a Touring Assembly on bitumen designed for classic and historic vehicles currently registered for use on public roads. **'Tour the Tweed'** has been organised by Dan and Rosie White of Drive Country Australia as an adjunct to the 2006 Festival of Speed on Tweed. The final assembly locations on both days shall link with Speed on Tweed functions and crews taking part in **'Tour the Tweed'** have the opportunity also to be associated with a number of the Speed on Tweed activities during the weekend.

'Tour the Tweed' travels some 385 km (235 miles) through the scenic beauty and diverse landscape of the Northern Rivers Region of NSW. Offering the choice of Challenge navigation or Country Drive touring, the event caters for the expectations of experienced crews and newcomers alike. Both levels of participation include observation questions and a loop of some 130 km (80 miles) through the Tweed hinterland will provide an interesting test of driving skill and vehicle economy.

Supplementary Regulations for **'Tour the Tweed'** and information regarding benefits available with the Touring Assembly can be downloaded as pdf documents on www.speedontweed.com.

For all enquiries regarding 'Tour the Tweed', please contact the Event Organisers by telephone on (02) 6581 4595 or 0414 747 867 (mobile) or email drive.country@telstra.com.