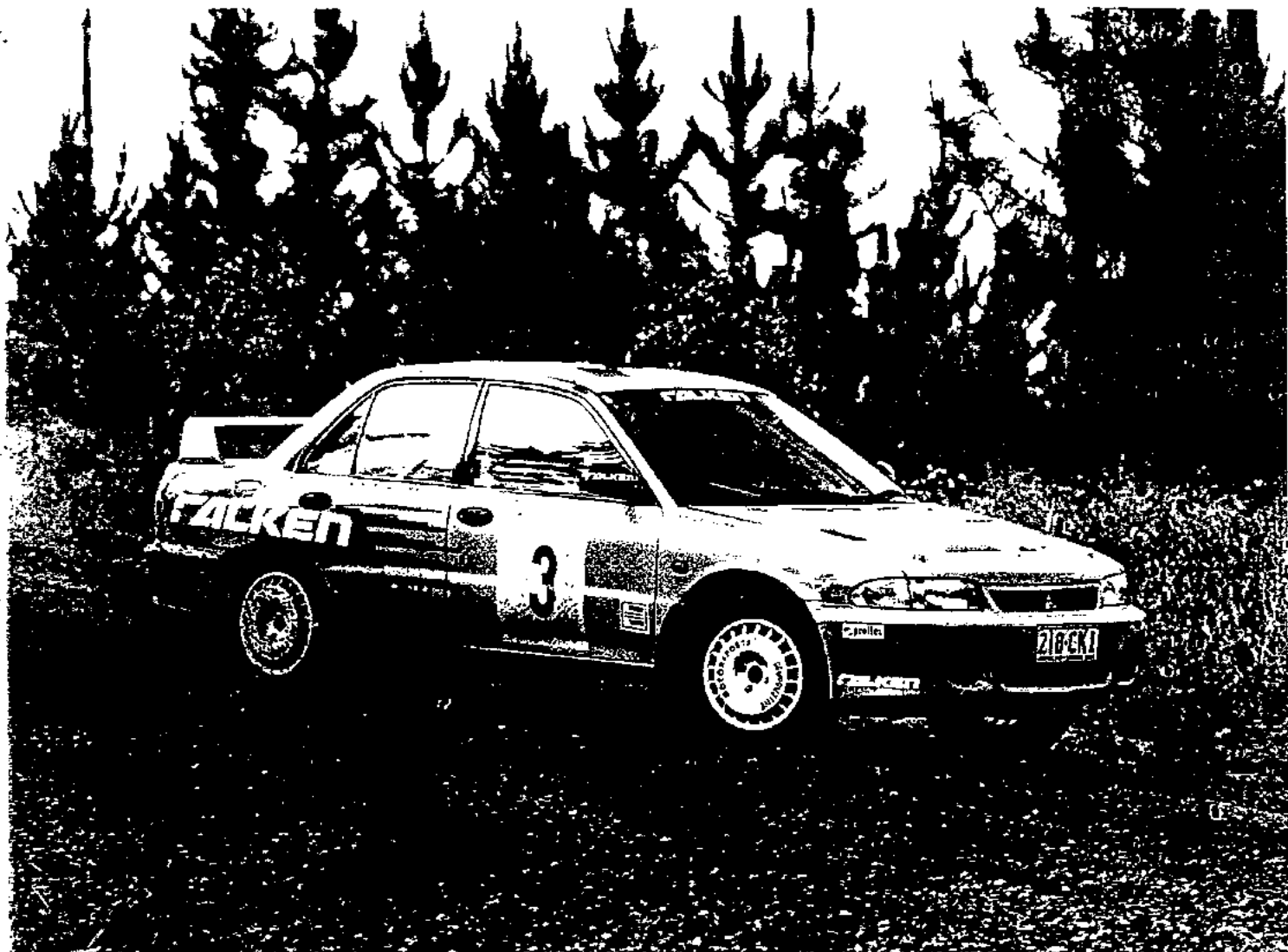


BRISPORT

THE MONTHLY MAGAZINE OF
THE BRISBANE SPORTING CAR CLUB



The Falken Mitsubishi Lancer picks up a front wheel as it is powered through the forests by Wayne Hoy with the current B.S.C.C. Rally Champion ALAN STEAN in the co-driver's seat. Wayne, Alen and Falken, certainly a gripping combination. Alan is also well known for his navigational skills in the Historic events.

contents

- * A.G.M. REPORT
- * OVERFLOW OFF ROAD
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STOP PRESS

21st APRIL's MOTORKHANA CANCELLED

PUBLICATION DATES.

It is our aim to publish the Magazine on the Tuesday nearest to the 16th of each month. This will enable the Magazine to be picked up at the Club night next day.

EDITORIAL DEADLINE

All information, stories, reports photographs, results etc. are to be in the Office at the Clubrooms by the 5th of any month.

It will help us no end if the material can be presented already typed on A4 sheet in two columns each column being nine (9) centimeters wide.

ADVERTISERS.

All advertisements that are ready for copying must be in the Club Office by the 10th of any month in order to make the next issue. Any advertisement that requires us to work on its make up will be required by the 5th of any month.

ALL CURRENT ADVERTISERS

The Magazine request that all current advertisers please supply us with new or replacement original artwork or copy, business card or whatever. We would like to build a library of material so that we can keep up the standard of reproduction.

FOR SALE SECTION

Items for inclusion need to be in the office by the 10th of any month, and paid for.

In next issue:

- * Update on C.A.M.S. issues
- * Progress scores in our various Championships.
- * A.R.C and SUPER SERIES information and discussion
- * Results and reports on all club events.





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The President's Corner

3

I would like to take this opportunity to as the new President elect to say hello to all members of the Club. It is difficult to meet everybody but over time your faces and names will become more familiar.

It would like to take this opportunity to thank Past President Alan Bates who has been in the chair for the past four years. Alan has led the Club through some difficult times and his stewardship will be sorely missed, however I am sure he will be there to offer support where necessary.

Elections at AGM has seen a number of changes to the Executive and the Board. To all departing members I would like to say a big **Thank You** for your efforts. To those people who have stayed and all new members - welcome. We have a big year ahead of us.

It was a big surprise to myself and Tom Smith to be nominated as Life Members at the AGM. For myself all I can say is that I have done no more than a lot of people and I just did what had to be done. Tom Smith's nomination was well deserved. To all who

know him, his dedication to the Club and his motorsport is well recognised. A marathon effort of nine years as the Magazine Editor will be hard to beat. Congratulations Tom.

As you will have noticed from the last Magazine we have a new Editor - Patrick Hetherman. I am sure Patrick has many ideas for the Magazine but he will need your support for articles, information etc. This is your forum to have your say.

I believe that as Club we are at the cross-roads of our future. The current financial climate is making it increasingly harder to survive and run events. We need to develop a strategy for the future, decide what it is we really want to do as a Club. I know we have built up a fine tradition over the years, although this may give us a warm feeling it does not pay the bills.

Over the following months the Board, with your input, will be looking at issues relating to our future direction, financial and office management and promotion of the Club. Any ideas and help would be welcome.

I realise that a lot of members join the Club to compete in events. That's fine, but remember events don't just happen. A lot of people give their time, money and sweat to make them happen. Unfortunately this role is falling on the same few people more and more. One day they won't be there. Think about this next time you are asked to help with the organisation of an event.

The new Board has had it's first meeting. I was pleased to see all members present. The commitment and positive approach was very heartening. It augers well for the future.

Hot topic of discussion was the future of the ARC. It was announced that a major sponsor had been found ensuring the viability of the event this year. Congratulations to Errol Bailey and his team on their efforts.



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Keith Fackrell

The month of April is almost gone, Easter certainly has and all since the publication of the March issue of BRISPORT. More importantly the Annual General Meeting of the club has come and gone. A good crowd was on hand to witness proceedings, although as a percentage of the total membership it was still rather small. All the usual business was completed, voting in of new officers for the next club year and of course we saw

Alan Bates step down from the position of President and hand over the role to Rod Sams. Alan had held the very demanding office for four years, in anyones book a fine effort.

A contact list of all the new office bearers of the club is published on page 15 of this issue of BRISPORT. A good idea is to extract this list and stick it on the fridge or in a safe place so that at any time a reader may be able to have his say to the appropriate person.

On the same evening as the A.G.M. many other events took place namely the presentation of all the club trophies for the last season, two new life memberships were granted, one to our new President Rod Sams and also to Tom Smith for his long association with the publication. Also there was the unveiling of the memorial portrait of Greg Handsford. Greg's mother Mona doing the honours. A moving experience it was too.

The only point which put any sort of a downer on the night was the revelation in the audited balance sheet, that a loss of some \$12,000:00 had been made.

Taken in realistic terms and also into account the profit of last year at around \$8,000:00 then the trading turn around for the last year was of the order of \$20,000 which is an average down of \$1,666:00 per month. A situation that the new board will have to address as its first priority.

BRISPORT magazine will be published on the Tuesday nearest to the 15th of any month. Contributions for publication are required by the 5th.

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Over the years much has been said about the future of Rallying and what should happen to the sport. Today one would have to say that the predictions of the top level of legislators in the governing body have fallen short of the mark. Numbers of entries in most events have declined and a general lethargy unfortunately appeared. The prolonged argument over group G did not help. What happened to Australian group N or the much heralded group O. The relaxing of the limitations of the regulations covering P.R.C. cars this year has brought all those other ideas to an abrupt halt. So far this year if one considers the events to date and the entries therein the new regulations would be classed as being a success.

Against that the A.R.C. numbers appear to be down so what is going on in our sport? To find out consider the events which have full fields. Targa Tasmania, Mobil Trial, Grand Prix Classic Rally, Endeavour Fund events, Variety Bashes etc. To enter those events is not cheap, so it is not money. What about A.R.C. events a few years back when each round was a lot longer and more expensive than State rounds. The entries were in the region of three score and ten. The reason for the success of these examples could well be that they are or were different from the norm and were seen as something to aspire to and regarded as value for money.

Our sport needs people with an entrepreneurial frame of mind overall at all levels so that there is a marked difference in levels of events from a competitors point of view, resulting in a desire to aspire to being able to compete in higher levels. Arbitrary restrictions forcing shorter events under the guise of cost is really masking ulterior motives. The style and character of an event built over years is what makes the attraction e.g Bathurst, Monte Carlo, Paris Dakar etc.

The editor welcomes any comment by way of letter on any aspect of motor sport or our club.

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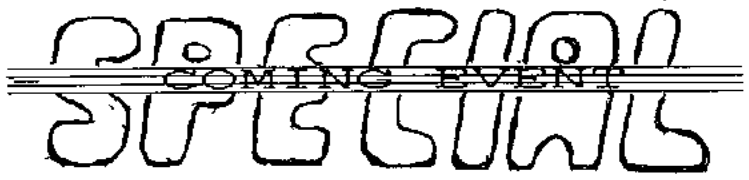
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QLD. RALLY CHAMPIONSHIP ROUND 3

After a gap of some years it is great to see a Q.R.C. round return to north Queensland. In the past they were truly great events with plenty of Razzamatazz, well worth the trip.

This year the round is being held in the Townsville region. There are two car clubs up there, not sure which it is running the event, but we can report that the clubs in Townsville ran several great stages for the Mobil trial last year.

The Rally is being held over the Queens Birthday weekend the 8th and 9th of June which makes travel and down time from work a little easier. Starting in Townsville lunch time on Saturday and heading up towards Cardwell for special stages and an o/night, more stages on Sunday and back to Townsville. Presentation of trophies and party will be on Sunday and great night is assured. It can be said, that always, people who travel up from Brisbane will have a great big welcome. There will be entrants from the Proserpine and Mackay club and from the fantastic welcome they gave in their controls to the crews on the Mobil Trial don't take a chance back in early



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MOTORKHANA NEWS

Probably the smallest group of competitors in the club follow the Motorkhana series. To many it might seem small fry or below an expectation, how wrong they are. There is probably no better exercise for anyone to learn how to really handle a car, or to get out and find where the corners are, so to speak.

Many of us spend hours and a small fortune preparing our cars and then spend a fair amount to try it out in a club or state round rally that is. It would make more sense to work it around a few Motorkhana tests that will find any dodgy gremlins. Even some off-road vehicles could have a go, say class 7 or 8 vehicles or maybe some class 5's. Hard to see buggies in Motorkhana, could be a hoot though.

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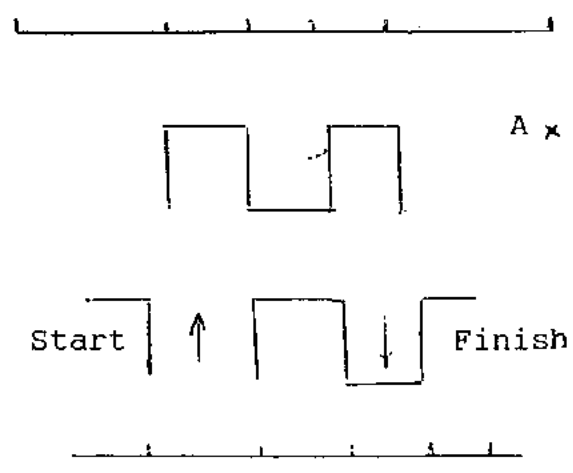
To assist those who are not sure of what goes on in Motorkhana we have decided over the next few issues to detail some of the more regularly used tests. Perhaps a bright person could come up with a few tests that would see rally type vehicles take on the buggies from our offroad contingent. Could be a heap of fun.

Here goes our first test:-

Known as test no 4 try this for size. Use a pencil then you will be able to have few few attempts to get it right.

INSTRUCTIONS:-

There are three garages. Two are to be entered in a reverse direction and one in a forward direction. There are two cones "A" each must be circled in a forward or reverse direction. To circle a cone a vehicle must cross its own path.



O.K. let us see how good you are. There are many combinations but one is the quickest.

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MOTORKHANA NEWS

REPORT MOTORKHANA 17TH MARCH.

Saint Patricks day was not the best for numbers at the club Motorkhana. Only four turned up to do battle around the cones. Perhaps the lack of entries could go down to the fact that the original Clerk of Course was not available that day and the jungle drums were active in saying it was all off. Not so, The policy of the B.S.C.C. has always been that if we say we will run an event then that is what we do. Very, very seldom has the club cancelled an event for any reason. "Force Majeur" is a different story.

The event was put together at shortish notice and a great time was had, especially in the battle between the two small Datsuns Ken Sommerville in the 1000, and Andrew Larsen in the 1200 Ute. The 1000 of Ken Sommerville finally taking the honours.

A new six cylinder Torana in the hands of Micheal Hocking put in some real neat times although he did not look too fast. Just goes to show that smooth driving and getting it right is the way to post good times in Motorkhana.

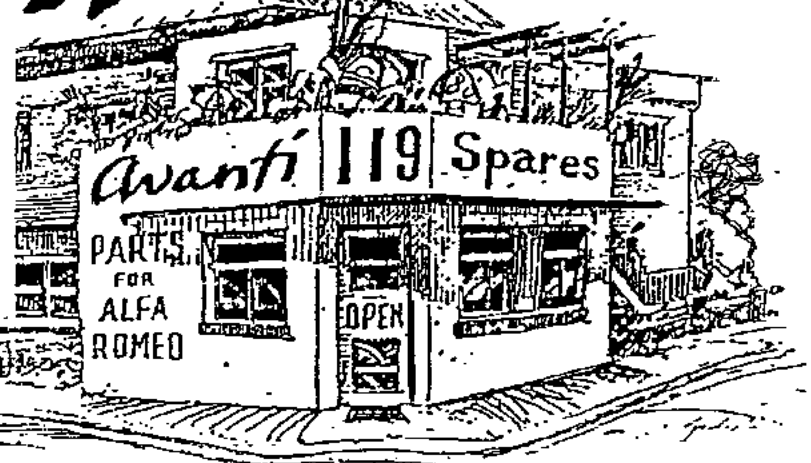
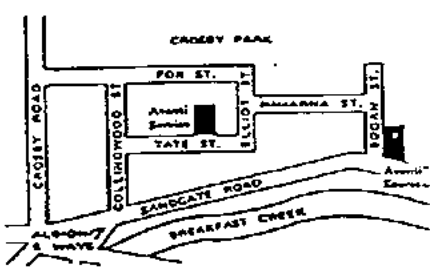
Most spectacular on the day was Mark Neary and his Gemini with many spins and flamboyant flicks but never mind the times it was fun to watch. NEXT EVENT SUNDAY 19th MAY.



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COMING EVENTSCOMING EVENTSCOMING EVENTSMOUNT COTTON HILLCLIMB

B.S.C.C. members have been invited by the M.G. Car Club to run in their Hillclimb on Sunday 28th April. If you want a run, phone Joan Appleby on 38571561 a/h or Dave Southgate on 38067303.

MAY NIGHT RUN.

Next B.S.C.C. Night Run is on Friday 3rd May starting from the Clubrooms at 7-30 p.m. Ordinary road car is suitable and entries taken at the start. These are the easiest and cheapest events the club runs. Bring the whole family.

VIDEO NIGHT/CLUBROOMS

Wednesday 8th May at 8 p.m. Mr Video Chris Lane has some more ripper up to date pommie videos as well as some more hero footage from our locals.

TABLE TOP RALLY

Round four of the NASH GLASS AND ALUMINIUM Series is on Wednesday 15th May at 8p.m. Bring a rally Romer suitable for 1:100000 maps. Actually they are easy to make from the scale on a 1:100000 map.

QLD. CLUBMAN RALLY SERIES ROUND 4

To be held on Saturday 18th May this event is also a round of the Bridgestone Gemini Series. Organised by Northern Districts Sporting Car Club. An afternoon, early evening formate is proposed. For information contact chairman Mark Griffith on 018-731971.

MAY MOTORKHANA

Our next Motorkhana is to be held on Sunday 19th May. Car park "Q" Bundal Entertainment Centre at 10 a.m. Everyone is welcome.

AUSTRALIAN OFF ROAD CHAMP'SHIP

Round 2 of the Aust. Champ'ship and the decider of the State title will be held at Goondiwind weekend 25th & 26th May. The usual format, Prologue and reconnaissance Saturday afternoon racing from 8-30 a.m. Sunday. A mid afternoon finish after some 350 kms of action. For more information ring Nev Taylor on 38810530 a/h or Darryl Smith on 32985522 a/h

HISTORIC RALLY

Round 2 of the QLD. Historic Rally Series the, T and R MECHANICAL HISTORIC TOUR runs on Saturday 1st June. Christian Autosports Club the organisers have a start at Strathpine about 10 a.m. Mid way break is on the North Coast, a finish about 8 p.m. Within the event is a round of the "Builders Hire MTD Series, with simple navigation (night run type) and not restricted to classic or historic cars, get out the shopping trolley. Also included is a Touring Assembly for Classic cars on good roads. Something for all tastes. For information ring Ross Colledge on 38089000 a/h.

RALLY SPRINT

B.S.C.C. sprint no: 2 Sunday 2nd June hopefully in the area of Mt. Mee. Dave Feron from Competition Fabrications is the sponsor. More detail next month or ring Tony Best a/h. on 33710367.

JUNE NIGHT RUN

Friday 7th June from Clubrooms at 7-30 p.m. No insurance extension required. Being a Friday night a great way to start a weekend.

SATURDAY MAY 18TH at LAKESIDE INTERNATIONAL RACEWAY the Marque Car club is holding a SuperSprint. All members of BSCC are invited to enter. Contact ALAN CUNNINGHAM 3395 1763 8am to 8pm.

COMING EVENTQLD. OFF ROAD DRIVER SERIES

Hervy Bay is the venue for the next round, the 3rd in this series. To be held over the weekend of the 27th & 28th April. the organisers being the relatively new club up there, the Hervey Bay Motor Sporting Club. Last year this club assisted in the Mobil Trial and at that time was not a C.A.M.S. affiliated club. They are a great bunch of people and the weekend will be worth the trip. The event is a Short Course. Details 071 252466

REPORT ON 4th APRIL RUN

NIGHT RUN
NIGHT RUN

Maundy Thursday is probably not the best time to choose to run a Night Run as it is the first day of the Easter weekend. Anyone trying to get to the coast in either direction will agree.

Five crews fronted up on the night to go look for the Easter Bunny. One crew came down from Noosa which is a long trip. Unfortunately they were to get lost so that sort of gave them a suspect start to the Easter break.

The Night Run was set by Claire Swallow who put in a heap of effort to come up with approx 100 kms of interesting and tricky questions. All the questions were quite legal and made the crews exercise the brain a touch.

The event at first traced a trail around the South-western suburbs before picking up Gold Creek Road behind Mt Coot-tha where it went out into more open country in the Samford area and then back towards the finish at the Clubrooms via Ferny Grove.

All of the crews got the tricky questions wrong, ha. ha. This caused a dead heat for first place (just two questions wrong) and a tie for third place (three questions wrong). So that was the way it finished with the Noosa crew saying "Where are we?"

The next Club night run will be on Friday 3rd May.

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SALES — SERVICE — INSTALLATIONS

PRESIDENT'S REPORT 1995/1996

Tonight marks the end of my term as President of the Brisbane Sporting Car Club.

I am very honoured to have held that position for the last four years and would like to think that I have done my best to fulfil that role during that time. I know however that at times the role of President has competed with my work life, family life and social life, and has not always been given the priority that it deserved.

Fulfilling the role of President has meant that there have been many late nights spent in meetings; many telephone calls received and made during working hours; and many saddening or distasteful official duties performed at times when I would have preferred to have been doing any one of a number of more enjoyable things.

I have never really minded this however, because I have always greatly enjoyed acting in the role of president.

Tonight also marks, officially, the retirement of Tom Smith as Editor of "Brisport" magazine after a mammoth run of nine years in that role. After nine years of journalistic masochism Tom has reluctantly agreed to hand over the reigns of Brisport to Patrick Hetherman; and in Patrick's first edition of Brisport as Editor I was interested to read his editorial comments that my retirement as President of the Club would bring some "new blood" into that position.

I absolutely agree with Patrick!

That new blood is Rodney Sams, one of the longest serving, and in my opinion most dedicated of all club members.

I wouldn't like to say exactly how long Rod has been in motor sport, or a member of the Brisbane Sporting Car Club (because I'm sure that I am much too young to remember either of these things) but I would probably not be giving too much away by saying that Rod's name first started appearing in entry lists somewhere in the early 1970's.

Like any good Rally, the Brisbane Sporting Car Club has always appeared to run smoothly on the outside. Also, like any good Rally, this appearance belies the fact that there have been the usual dramas behind the scenes. There has also been a large amount of day to day management work, which is mundane, and at times even boring. That work falls squarely on the shoulders of a very dedicated group of individuals.

I am of course referring to the Board of Directors of the Brisbane Sporting Car Club who put in a great effort to ensure that the Club is run well and responsibly. I can honestly say that every decision that the Board has made during my time, has been made in the best interests of the Club, and has been the best decision possible, based on the information available at the time.

I would also like to thank the most dedicated "unofficial" member of the Club, Ms Esme Gibson.

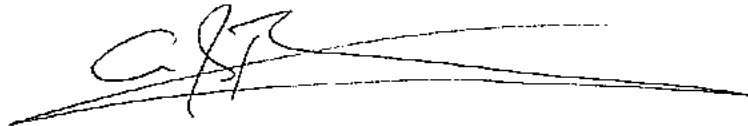
Not only does Esme work at the Club during the week and attend several meetings at night, I also know that she does a great deal of work for the Club on her own time, at home, and on weekends.

I have seen Esme looking tired at the end of Board Meetings on a Tuesday night; I have seen her looking tired in the scoring room at Gallangowan Oval; I have seen her looking bleary eyed and tired on the presentation morning at the Driver Education Centre at Gympie; and I have seen her looking tired, bleary eyed and dusty at off road events at Inglewood.

I think that this general look of tiredness reflects the amount of effort which Esme puts into this Club and for that I heartily thank her.

In closing I would just like to say that I will continue to be a member of the Board as the "immediate past President" of the Club, and in that capacity I look forward to assisting Rod Sams and the Club wherever possible.

ALAN J BATES
President



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1996

AUSTRALIAN RALLY

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THE OVERFLOW 120
Round 2 Qld Off Road Drivers
Series

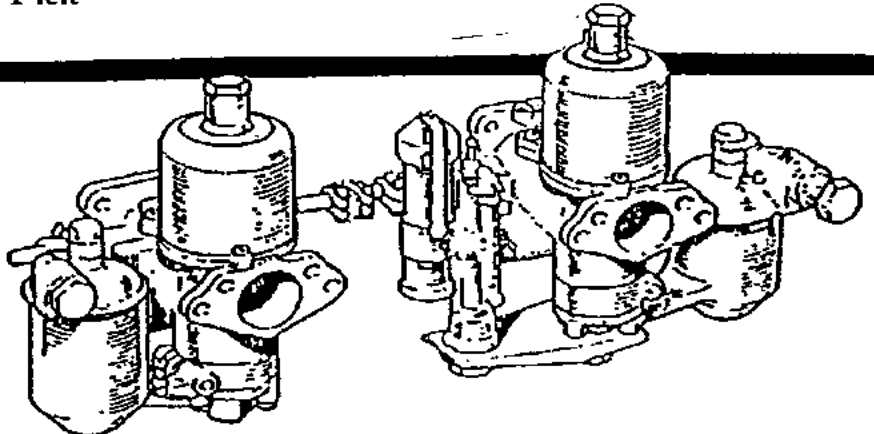
The Toowoomba Auto Club was once again able to secure the use of The Overflow which is a picturesque camping and recreation area approximately 15 kms from the town of Chinchilla.

Saturday we set out from home for Chinchilla and the scrutiny venue at a rest area in the Town Centre, this created a lot of interest for the locals (which showed in the number of spectators at the fences on Sunday), for even though the event had been written up in all the local papers here were these purposeful looking off road race cars being unloaded and checked over right in their park.

After scrutiny we claimed our rooms at the Motel, and headed to The Overflow for the reconnaissance and prologue. Now the fact that the scrutiny had been held in town for the first time put extra strain on the organiser's manpower and the schedule ran a little behind time. Finally, all is in readiness and I left

first to check the track and, as expected, it was very dusty, so it was going to be important to prologue well and start early on Sunday. This thought should have been put in the back of my mind as I drove the prologue course but it wasn't, and I overdrove the course running wide even to the embarrassing stage of hitting a log well off the track as I overshot a turn, much to my surprise I scored equal fastest with Russell Hartnett because Russell posted the time first he would lead the field away on Sunday. As has been the case in previous years with the dust problem it was decided to divide the field into two heats so as to allow a larger interval between cars.

After the briefing Sunday morning we were issued Time Out cards and then we lined up for the start. Russell was away and 45 seconds later I was away. Now the first few kilometres of this course are very tight, twisty and heavily timbered so with no breeze the dust from just the one car in front of me was causing me to slow and I thought "I'm glad I'm not starting any further back in the field". Lap One was a fairly



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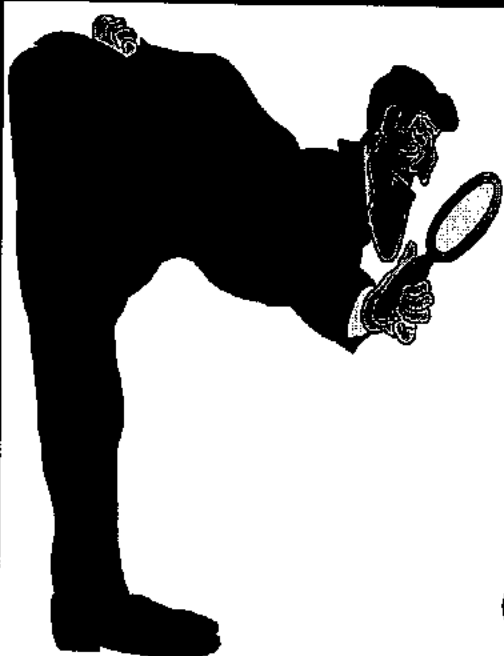
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steady one for me as I settled into a rhythm and I lost time to the Hartnetts, by the end of Lap Two I had taken it back and gained a few seconds. In Lap Three we both had to pass a very unwilling-to-yield Class One car that was cleverly disguised as a Nissan Patrol and somewhere between there and the finish Russell stripped his third gear so by the end of the first three laps I was 27 seconds ahead of Russell and knowing about this transmission problem I began to survey the times of the other competitors and found that Troy Crane/Scott Gardiner were third about one minute away then John Brand, Rod Brand was fifth about 2 minutes back. A briefing was held to decide if the field could be re-seeded according to time taken in the first heat, the competitors agreed so I asked my wife Janelle and Graeme Hill to check on the progress of the field behind me and to wave me on with a vigorous hand signal if I needed to pick up the pace, otherwise I was not going to push the car for fear of breaking something and because my hands had already blistered due to

the fact I did not have a steering damper fitted (my Class 9 car is usually only used for short course racing and it is too slow to turn with one hand when the damper is in place).

So, the second group had completed their Heat One and we lined up to start our last heat of another three laps, a few kilometres in and I started to have trouble with the normally terrific brakes when I applied them at high speed with a fence to my left, the car pulled right off the track and through a large group of saplings and when I let them off it pulled back across the track towards the fence. Now this was a bit of a worry so after a few more excursions from the track I sort of got used to swing left as I applied the brakes and right as I released and no sudden applications. (we have since found it to be a brake hose that would not allow the pressure to relieve back to the cylinder and the left front would lock causing the wheel to skid which let the right wheel pull the car away and when released the left was still on pulling the car to the left). So at



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the end of the second lap my crew were at the fence and Graeme was very slowly waving me on so I took that to mean I was still ahead but not to waste too much time on my final lap. I put in a little harder lap and crossed the finish line to find that I had a dead flat rear tyre (I thought it a bit sluggish on the last few turns!) and that I had won the event from a hard charging Rod Brand by 1 minutes 12 seconds, with John Brand third.

So, after the presentation of trophies it was along drive home with some dust filled eyes and very sore blistered hands, but it was worthwhile and we were home by 7.00 pm which is just as well 'cause I'm not as young as I used to be!

As I was in the first heat which comprised the first half of the field, I'm sorry I can only comment on the event from my perspective and during the interval I was busy working on several cars which were in need of some assistance.

Laurence Svenson

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1996 OVERFLOW 100

16/17 MARCH 1996

Car	Driver	Navigator	Prolog Time	Section 1	Section 2	Total	Class	Otrgt
039	Laurence Svenson		0:03:37	0:44:05	0:44:25	1:28:30	1	1
031	Rod Brand	Daniel Brand	0:03:42	0:46:10	0:43:32	1:29:42	1	2
087	John Brand	Peter Fry	0:03:42	0:46:15	0:45:08	1:31:23	1	3
019	Brad Cook	Brett Wellings	0:03:53	0:46:09	0:45:41	1:31:50	2	4
053	Tony Parker	Geoff Kinsley	0:03:50	0:46:34	0:46:38	1:33:12	3	5
044	Derrick Kennedy	William Basham	0:04:08	0:47:12	0:48:08	1:35:20	4	6
032	Garry Hancock	Peter Rideout	0:03:56	0:47:37	0:48:29	1:36:06	2	7
070	Robert Butler	Tim Unsted	0:03:56	0:48:05	0:48:29	1:36:34	1	8
033	John Hinz	Phil Andrews	0:03:57	0:48:21	0:48:35	1:36:56	1	9
071	Warwick Mendham	Glenn Gilliland	0:03:43	0:48:18	0:50:06	1:38:24	3	10
081	Peter Iseppi	Scott Erickson	0:04:19	0:51:38	0:48:19	1:39:57	2	11
005	Greg Nicoll	Alan Nicoll	0:04:05	0:49:58	0:50:37	1:40:35	1	12
015	Grant White	Simon Dann	0:04:03	0:49:50	0:51:18	1:41:08	3	13
016	Michael Vieritz	Gary Wyatt	DNS	0:52:07	0:52:13	1:44:20	1	14
050	Joseph Bulmer	Andrew Linton	0:04:18	0:52:09	0:53:15	1:45:24	2	15
032	Haydn McClelland	Chris Keys	0:04:14	0:50:56	0:56:35	1:47:31	3	16
011	Trevor Davies	Scott Martin	0:04:14	0:56:20	0:54:46	1:51:06	1	17

1996 AUSTRALIAN RALLY CHAMPIONSHIP

ARC 4- C5 - 1996 RAY WHITE RALLY OF WAGGA WAGGA, NSW (30 MARCH 1996)

OUTRIGHT

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2.	Mary Beckton	Vic Eido Osawa	Vic Mitsubishi Lancer E2	N5	75
3.	David West	NSW Tony Best	Qld Mitsubishi Lancer Evo 3	N5	60
4.	Rick Bates	ACT Jenny Brittan	NSW Toyota GT4 Celica	P3	50
5.	John Long	NSW Damien Long	NSW Mitsubishi Lancer Evo 3	N5	40
6.	Miles Sandy	NSW Michelle Murphy	NSW Toyota GT4 4WD	P3	30
7.	David Carlton	NSW Robert Leonard	NSW Nissan Pulsar GTi-R	P3	20
8.	Garry Geissler	NSW David Baker	NSW Toyota Celica GT4	P3	15
9.	Peter Taylor	ACT Colin Trinder	ACT Mitsubishi Lancer Evo 3	N5	10
10.	Norm Fritter	NSW Tony Jackson	Tas Toyota GT4	P3	5

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Just in from Townsville is more up to date information on the 3rd round of the Queensland Rally Championship, being organised by the Twin Cities Autosports Club Inc.

Event Secretary:- Ken Long, 008079096 b/h 077 737404 a/h
mail, P.O. Box 7697 Garbutt, Qld. 4817

The actual start is in the City Mall with a special stage in the City next to the Civic Theatre.

Editors note:- O/night in Cardwell, the Barramundi is succulent;.

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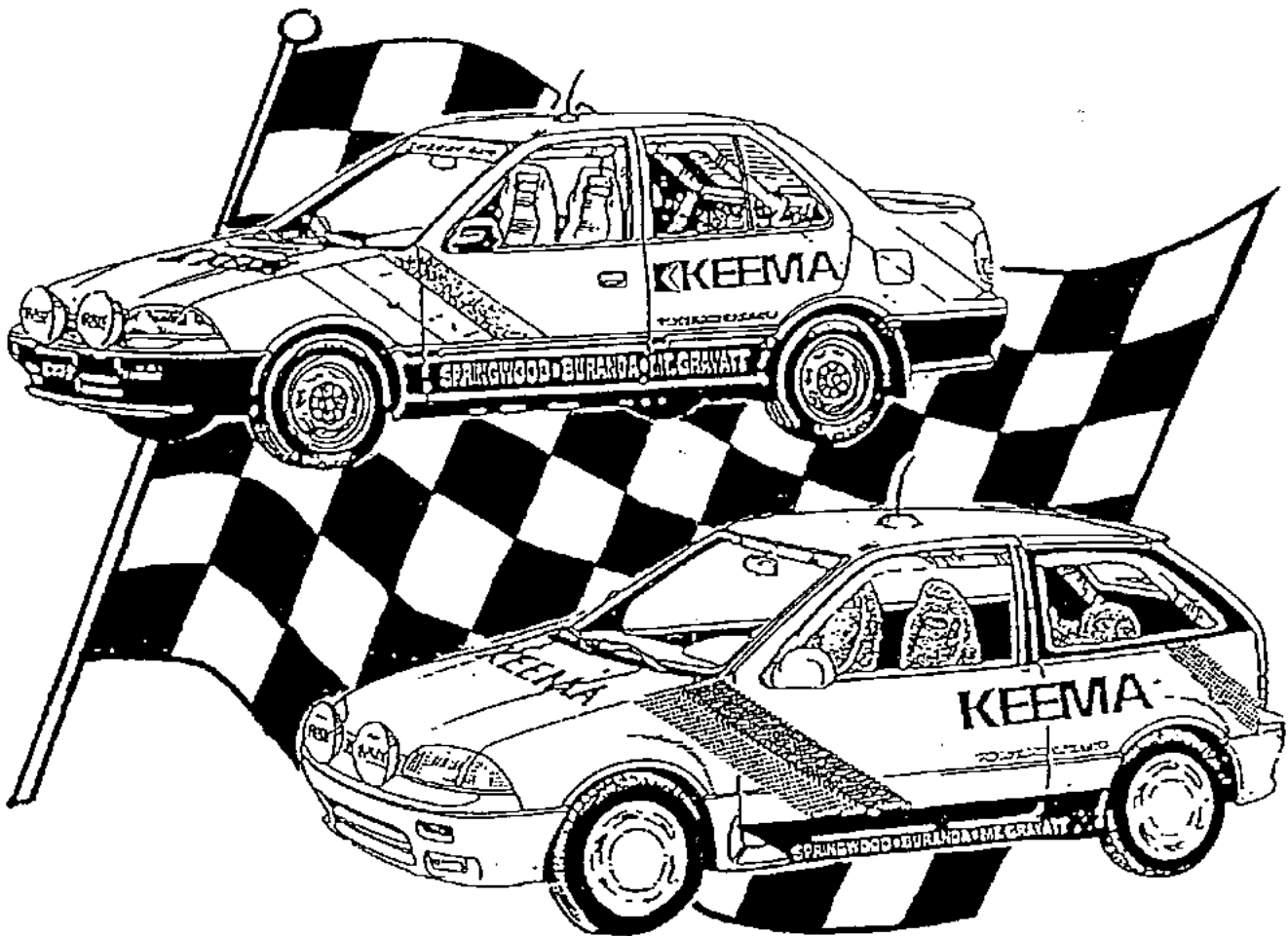
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