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THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB.

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June 1998 Newsletter

FALKEN TYRES RALLY QUEENSLAND

A Personal Viewpoint - by Tom Smith

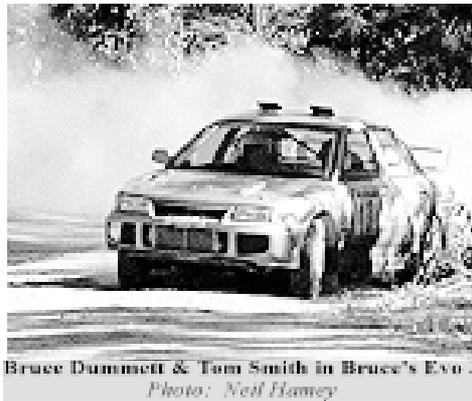
Despite problems associated with heavy dust during the Imbil Forest special stages, this year's Queensland round of the ARC Super Series was a huge success in the eyes of the field and supporters alike.

From the high-profile assembly in the main street of Caloundra on the Friday night to the spectacular results which saw literally seconds separating two of the world's best cars over the 2 heats of the weekend, the event continued a tradition of innovation and high standards.

It's now history that Possum Bourne (re-joined on this occasion by Craig Vincent) took the ARC points for the weekend after holding off the attack by the factory Toyota World Rally Car Corolla of Neal Bates and Coral Taylor.

95 entries and 90 starters for the weekend ensured that this event also took its place in history with a record number of entries for an ARC round. Such is the obvious popularity of the Caloundra-based event that

more than half of the field were from interstate - with entries from Tasmania, Victoria, New South Wales and as far afield as Western Australia. The rally was a round of the Queensland Rally Championship with each heat counting for half points towards the QRC, and also a round of the Australian Rallysport News Junior Rally Challenge.



Bruce Dummett & Tom Smith in Bruce's Evo 3
Photo: Neil Hancey

Local stars included Stewie Reid in his Subaru Impreza WRX with a new local co-driver aboard in Anthony McLoughlin, John Goasdoue/Alan Bates in their Group N Lancer Evo. 3 and Bruce Dummett/Tom Smith in their similar PRC example. Bruce Fullerton/Rob Reddix were there, leading the pointscore after their

great win in Gympie while Steve and Terry Scott brought out a brand new Subaru Impreza WRX to do battle.

With the spectacular start from Bulcock Street amidst crowds and fanfare, the cars gently transported down to an overnight Parc Ferme at the Oasis Resort, with the event proper due to start the next morning. A 'Super Special' spectator stage had been organised at

Continued Page 12...

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RALLY QUEENSLAND - A VOLUNTEERS VIEWPOINT

by Steve Beck

The Falken Tyres Rally Queensland saw my first involvement in an official capacity with this sport.

As new member, I have been keen to pitch in somewhere and was happy to say "yes" when Esme asked if I would help. Following her initial call, I was contacted by John Lepworth who was the stage commander for the Wood bird special stage. My task was to help out with preliminary start control for this section. This sounded important enough to warrant my expert attention, (brain the size of a planet...etc.) and so I was looking forward to an interesting weekend. John faxed me his road instructions to the Kandanga pub (our rendezvous point) which I found amusing because I have never had trouble finding a pub in any town. It's finding my way back that can be a challenge!

Saturday morning saw my early departure from the family home in order to set up camp at Imbil before proceeding to Kandanga. The rest of the family would follow later as having three girls with netball commitments pretty well tied my wife up for the

day. Research had indicated that Island Reach Camping Resort was definitely the go as it had hot showers. The cool weather made this a prerequisite for anyone agreeing to come with me.

I arrived with plenty of time to set up, or so I thought. As it turned out, the owner is an interesting chap who likes a chat nearly as much as I do. So it was that, half an hour later, I made it through the front gate and hurriedly set up the tent. Once back in the car it was an easy little trip to Kandanga via the back road and I arrived with time to spare.

After meeting everyone we convoyed into the forest and divided up the duties. First came the setting up of the control point signs. I can recommend everyone doing this as it makes sense of the description of layout found in the CAMS manual. Sue Lepworth brought me up to date with the required procedures for booking the cars in but my glazed look led her to assure me that she would prompt me further as the day went on. The rally clocks arrived and were checked and then the most important pieces of equip-

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CLUBROOMS:

The clubrooms of BRISBANE SPORTING CAR CLUB LIMITED are located at CNR REID & HAWTHORNE STREETS, WOOLLOONGABBA and are open EVERY WEDNESDAY night from 8.00pm onwards.

CONTACT DETAILS:

All correspondence, entries, etc for the Club should be addressed to:
 BRISBANE SPORTING CAR CLUB LTD
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ment were placed on the checkpoint table. The items in question were two enormous containers of lollies and chocolates. Sue definitely knew what she was doing.

After the 000 cars had cleared the track (one of which had managed to roll at the media day event!) the rally crews started arriving. The lollies were a great hit! Everyone was encouraged to help themselves and to take some for their drivers. Some co-drivers informed us that their drivers did not deserve any but most eventually relented. Those with time to spare were happy to chat and answer some of my dreary questions for which I am grateful. I was most impressed with the pleasant atmosphere and attitude of all involved. This really is a friendly sport at every level.

Six hours later we were packing up ready for an early start on Sunday. As the stage was the same on day two, everything went smoothly. A minor problem with radio reception on day one did not reappear. For the most part the faces were the same with a few additions who had not made the stage on Saturday and a few deletions for those who had succumbed to problems or "offs". Though somewhat depleted, the lollies were as popular for "breakfast" as they had been on Saturday. Many of the female crews lamented the lack of a portaloos at the checkpoint. I am sure that Sue & John would have provided one if they had not extended the budget on lollies, such is their commitment to the job. I can only agree that this would have been handy as we were there a lot longer than the car crews. It may be easier for us males to be discreet, but wearing a flouro orange "official" vest makes it a lot harder to disappear into the woods I can tell you.

All in all it was a very educational experience and I would recommend it to all, especially those looking to compete. I have a Lancer Hatchback being prepared by Norm Singleton (The Rally Connection) which I hope will be ready to run by next year. This has indeed been a great way to learn more of what goes on behind these great events. My thanks go to all involved and it was truly a pleasure to help out.

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Free Photos!!

I am looking for owners of interesting vehicles in Brisbane, Gold Coast and surrounds who would like a free set of photos of their cars.

I engage in some freelance work and am looking to increase my portfolio for self-promotion. There is also the chance of publication as I will be submitting suitable work to appropriate magazines here and overseas.

Age of the vehicles is not important. An interesting history would be an advantage as far as publication is concerned and an interview would also be needed for accompanying text.

I am looking for variety so both modified and unmodified, new and old would be suitable. Please contact me to arrange a location shoot on:-

Steve Beck

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EDITOR'S BIT

Chris and I have spend the past four weekends up in the Elimbah State Forest finding roads for the upcoming KCF Rallysprint Series, Round 2 of which he is Clerk of Course.

We have managed to come up with two 7½ km stages which will be run 5 times (2 recce's + 3 competitive stages) which is 45 km competitive! The roads we have found have been used in many past ARC/QRC events which should be a "blast from the past" for the veterans and a great new experience for new comers.

Believe it or not, we found some really tight and twisty stuff in the forest (yes in Beerburum!), but DPI knocked that stage on the head because it was running through a proposed bunyip habitat.

The stages we've found are not as straight and fast as typical Beerburum stages, which would be well suited for all.

We have been up for a play, um.. I mean course check in the Commodore and it is a hoot!!

The sprint will be held on Sunday 2nd August. Headquarters is at the Elimbah Sportsground which has all amenities. Also catering will be provided on the day.

We are still looking for road blocks and start/finish controls. So if you would like to come up for the day (not too far from Brisbane) and have your own private spectator point, call Chris on 0414 537 909 or 07) 3351 4204 to volunteer your services.

Promotional Advice to Rally Teams

by Patrick Hetherman

During this years ARC we had four commentary teams in the field. Between them they broadcast to spectators for something like 24½ hours. If your car ran the whole event you were able to command a maximum 16 minutes of that total time. For an exercise try talking about your car for 15 mins in an exciting interesting way - you will find it difficult. Announcers are no different but have a skill in delivery. Like all branches of the Media they live on information. Yet each rally comes along and back up promotional information from the teams to announcers is virtually nil.

Take the ARC for example. Out goes the entry form complete with promotional information sheet. In 90% of cases where the entry is completed, that is all that comes back. So the event Media Officer has zilch to work on, likewise the announcers. Sure on the day some teams come along with sheets of information an the team, sponsors etc. but friends that is too late. You see Announcers work off a booklet with one or two teams per page. The pages are in order of the number on the car. Simple, and each announcer makes notes as he is going along. On the ARC each has an assistant to help in gleaning information from the radio net. These notes are put together from two weeks out from the event. So a sheaf of papers handed to him whilst the action is happening will be politely received but has little chance of getting an airing, time does not permit scrutiny of same.

So what should you do. For announcers, make sure that your publicity sheet is available and supplied at least two weeks prior to an event (for ARC 6 weeks prior). Fill it with one liners, put as much humour in it as you can think of, obviously list sponsors with a few words about each. Remember announcers do not want long stories, that is the realm of the print media journalist. So you need two promotional sheets in any team. One liners for the Broadcasters and stories for the print journalists. For the Announcers, if you can get it on a single A4 page using a font (type) no smaller than 12 point, you will be doing your team a big favour. If you meet an announcer do not be frightened to talk and give information. Take a tip an listen to the announcers questions carefully, then answer as interestingly as you can. Spend time on this. Those with big sponsors surely do.



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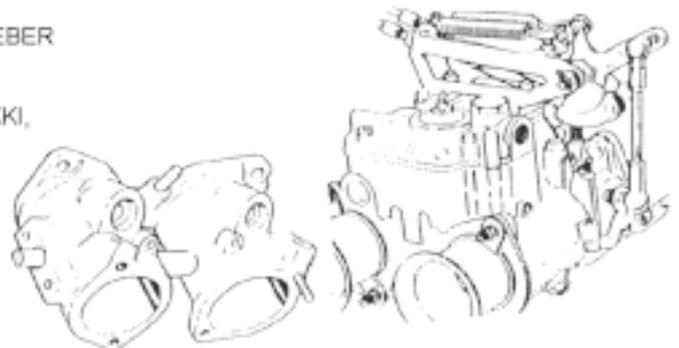
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THE CLUB CAPTAIN'S CORNER

BY PETER BAKER

Those people who did not attend the experience that was RALLY QUEENSLAND missed out on the best rally event that has ever been held in this great state of Queensland.

The organising team put in so many hour of hard work into planing this event and it paid off at the end. It was a team effort headed by the Chairman of the Committee Craig Porter, Clerk of Course Errol Bailey, Event Secretary Margaret Mackay and Road Director Richard Collingwood and the twenty or so other Committee members that never stopped working on this event for about six months.

Friday night in the main street of Caloundra when about 5 thousand people turned up to see the start of the rally was just unbelievable to see. I was approached in the main street by a Father his young son and the boy's grandfather to see if I could arrange for the young boy to have a sit in a rally car. I approached Rick Bates and Rick was only to happy to say yes and the smile on the boy's face just made my night.

I spent all weekend in OOO with Richard Collingwood and that was just a experiance that I will never forget. The early starts and late finishes were a little hard to take but the amount that I learnt will be never forgotten, and the battle of the one liners for the weekend was won by Richard.

The presentation dinner was great and thanks must go to Berenice Stratton who arranged the night and I hope that those who attended the night had a great time.

We also must give thanks to the many people from not only our Club that helped but to the many Clubs who helped with the running of the event.

We had members from the:-

1. Queensland Motoracing Officials Association who looked after Parc Ferme at the Oasis.
2. Subaru Car Club who looked after Forest Drive Long and Short thanks David Martin.
3. Celica Car Club who looked after The Woodbird Stage thanks John Lapworth.
4. The Suzuki 4WD Club who looked after the Branch stage thanks Brad Gilliam.
5. The Mini Car Club and Christian Autosport Club who looked after Pelican Waters Stage thanks to Graham Jackson, Ian Capps and Peter Stringfellow.
6. Our Club members look after 300LA, thanks Ian Gorski, Dick Owen Borumba Short and Long and Dick I hope the head is now repaired, John Palmer who looked after Mitch Ernst, Jamie Overend and Michelle who managed the Service Park at Imbil.

While I was going around in OOO I saw members from the MX5 Club the Northern Districts Car Club and if there are any Clubs I have missed I'm sorry.

The amount of people that helped with this event would be around the 2000 mark thanks to everybody well done.

Well back to more club matters the amount of people visiting the Club rooms on Wednesday nights is still a little low and I would like to see this improve. We had some Cheese and Biscuits the other night and it was well received.

In September I am arranging a Father and Son night and this will be held on the 23rd September so if you son is old enough to be out late at night please bring him. I will be bringing my two boy who are four and seven and even if you father is 50 or 60 bring him along but more about this night in further articles.

We held a working bee at the Club on the 6th May to prepare for the coming move and to help tidy up the equipment after Rally Queensland thanks must go to Wes Depper, Neil and Stewart Hamey, Jeff Winston, Craig Porter, Rod Sams, Peter Whalley and myself for the help they gave. I phoned about Twenty Competitors to help because I felt that it was about time that these people started to put in the effort and help out doing these things to at least say thanks to people for giving them event to run in. I stopped ringing after a while because I got so jacked off with the words sorry but I have to work or I have to work on the car and one person said no I couldn't be bothered and hung up.

When we have to move the club I hope that I will get a better response than what I got for the working bee so until next time.

HELP WANTED

for Round Australia Rally on
Wednesday 23rd September.

*We need 29 more
people!!*

We are looking for control officials and road blocks to help with the rally in the Gallangowan and Jimna areas.

If you can help please contact

Craig Porter

on (07) 3376 6563 a/h.

or (07) 3215 4400 b/h

CARD PAGE

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CHICK CHAT

Welcome to the *Chick Chat* page. Motorsport is usually very male dominated, but this page each month will be dedicated to the women who race or to those who volunteer their services so that others can race. If you would like to tell your story... whether you are a competitor, crew or if you pack the lunches and wave the boys goodbye...then send in your story to the *Brisport*.

Rallying has quite a lot of female competitors compared to other forms of motorsport, and this first page will feature a great ambassador for females in rallying, Del Garbett.



Del has been a member of the Brisbane Sporting Car Club since 1982 yet her ties with motorsport go further back, to the seventies, when she operated control points on rallies and drove a BMW at Lakeside Racing Circuit.

Del commenced her active involvement in rallying by co-driving for her husband in the 1982 Motor Show Rally and the 1982 Holland Park Auto Electrics Rally. Their exploits subsequently attracted some attention

from the print media resulting in newspaper coverage of the pair.

In 1984 Del enjoyed her first outright win in a Datsun P510 with Ron Hendrickson in a rallysprint. 1989 saw a class win in the QRC and by 1996 she had won the Queensland Rally Championship (as co-driver) outright with John Spencer. In 1997 Del repeated this feat, this time with Dean Tighe behind the wheel.

The 1995 Telstra Rally Australia was, no doubt, a high point and saw Del compete with Mark Griffith and finish a very creditable 21st outright.

Del's 1998 season began with the announcement that she was to be the recipient of the inaugural and perpetual Mike Ryan Memorial Trophy. This award was conceived to honour Mike Ryan, a prominent and well liked rally personality who was sadly taken from us recently.

Del has competed in events as far apart as Cardwell in North Queensland and Perth in Western Australia with no fewer than 35 prominent drivers, including State and National Champions, scoring many outright and class successes along the way. Some of these drivers are:- Peter Garbett (hubby), George Shephard, Mark Griffith, John Spencer, Dean Tighe, Murray Coote, Norm Fritter (Coral's dad), Ian Reddiex, Ian Ogilvie, Tony Kabel, George

Shephard, Ed Mulligan and Graham Vaughan.

Whilst away from the forests the rallying effort doesn't grind to a halt. In an effort to increase the understanding and acceptance of rallying and motor sport in general and more importantly, to assist in the education of particularly motoring women, Del Garbett appears as a guest presenter at Club meetings and the like.

Indeed, as part of an ongoing education program aimed at educating women in the technical aspects of the motor car, advanced driving techniques and the role of the motor vehicle in rallying and other forms of motor sport, Del Garbett is a speaker at Women's Workshops operated by Motorama The Auto Superstore, one of South-East Queensland's largest and most successful motor vehicle dealerships.



Del speaking at a Women's Workshop

Del is married and has two children, with her younger child, fourteen year old John, already has his sights set on emulating his successful mother's feats in rallying. In addition to her active participation in motor sport, Del derives great pleasure from gymnastic activities. Indeed, she has taken part in several athletic competitions. Although a qualified SCUBA diver, nowadays other commitments unfortunately deny Del this relaxing pastime.

Del's sponsors are Infinity Automotive Rewards and Motorama.

Del & Peter produce a quarterly newsletter "Rallying Women" which so far has featured Del, Donna Kilbride and Lisa Thompson. If you would like to be placed on the mailing list for the newsletter or if you wish to contribute (you don't have to actually be a competitor!) please contact Del & Peter on (07) 3808 1538, 0417 620 509 or pgarbett@squirrel.com.au.

Also, Del's website will be up and running very soon. If interested please email Del and Peter at pgarbett@squirrel.com.au for the URL.

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NIGHT RUN FRIDAY 26 JUNE

Organised by the Holden Sporting Car Club and starting at 7:30pm from Armstrong Holden in Ipswich Road Woollongabba. Always guaranteed to be a challenge, these events are always different and offer an alternative perspective on night run navigation. *For further information please contact Scott Doyle on 3297 5105 a/hrs.*

BUCCA OFF ROAD EVENT 27/28 JUNE

The Gladstone based Central Coast Car Club is running their annual Short Course Off Road event. This event will be held at Bucca (next door to the Bucca Pub). Bucca is north of Bundaberg and east of Gin Gin. It is always a popular event, and will consist of four heats on the Saturday and four heats on the Sunday, each heat being three laps of the 4.5km course. Scrutineering will be between 9am and 12 noon on the Saturday, with racing commencing at 2pm. On the Sunday racing commences at 9am with an early afternoon finish. *For further information please contact Keith Honour on 0749 792253 a/hrs.*

KCF RALLYSPRINT SERIES 2 AUGUST

The second round of this series will be held in the Elimbah (Twins) State Forest on 2nd August. Headquarters will be at Elimbah Sportsground, 10 minutes north of Caboolture. Further details elsewhere in this months Brisport. *For further information please contact Chris Corbee on 0414 537 909 or 07) 3351 4204 after hours.*

TIGHE CAMS FOREST RALLY 15 AUGUST

The next round of the QRC and the Clubman Rally Series to be held in south-east Queensland will be the Tighe Cams Forest Rally on August 15.

Sponsored by Ivan Tighe Engineering, the rally will follow a similar format to previous years with the exception of some new stages in the Googa/Mt Binga area. QRC competitors will tackle approximately 190km an ten stages, clubman competitors 110km and six stages. Supplementary regulations will be released shortly.

As a club with less than thirty members, the Christian Autosports Club of Australia is desperately seeking the support of the rally community to assist them with controls and road blocks.

The rally will start from the Benarkin State School (D'Aguilar Hwy), which is the rally headquarters, at 1100hrs.

Clerk of Course:- Ian Capps
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icetech@ozemail.com.au

Event Secretary:- John Hayden
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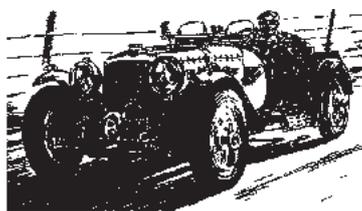
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LEYBURN RALLY

If you are a person who enjoys the pleasures that are associated with a good day's motoring then the ALL BITUMEN Historic Sporting Car Club's Road Rally to Leyburn may be for you.

Sponsored by the Bank of Queensland, this event is designed so that cars of all types and classes can participate, and with winners only occurring in individual classes, a fairly level playing field is assured.

The emphasis of the event is motoring enjoyment with no hassles. Just look at what the all inclusive entry fee provides: Meals for the day (breakfast, lunch diner) Cold drinks at "control" points All instructions Full legend for any and all instructions not completely written out All maps All required navigation equipment Navigation school entry All entry fees to "special events" during the day List of "Service" points (if required) for car and crew Points of interest along the route List of spectator points List of other competitors List of photographic points along the way Collector's item road book which contains: Complete event instructions Instruction Legends All required maps Location of all "Control" points Contingency plans with road names marked "Bail out" package with route drawn on map Location of all "Control" points with communication facilities.

This event has been running for a number of years and has reached maturity. It is well supported by the regulatory bodies including regional police and councils. If you just want to enjoy a great event then this is for YOU.

For further information, or to be placed on the entry waiting list contact Peter Stringfellow on phone 3396 8718 / e-mail Peter.M.Stringfellow@north.com.au after hours, or Ross Colledge phone 0418 878 909 / e-mail rosscoll@ozemail.com.au

We hope to hear from you soon.

FUTURE EVENTS

RALLY

11/12 Jul	Townsville	<i>QRC, Clubman</i>
15 Aug	Christian Autosports	<i>QRC, Clubman</i>
24 Oct	Baileys Imbil	<i>Clubman</i>
28 Nov	Keema	<i>QRC, Clubman</i>
29 Nov	Keema	<i>Clubman</i>

RALLYSPRINT

2 Aug	Elimbah	<i>Round 2</i>
26 Sep		<i>Round 3</i>

OFF ROAD EVENTS

1/2 Aug	Mt Coot-tha short course
30 Aug	Gatton long course
31 Oct-1 Nov	AORC Goondiwindi long course

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Motor Sport Competitors Guide

BY TONY BEST

Motor sport comes in a variety of forms. Those of which most Club Members are aware would include circuit racing, drag racing, kart racing, speedway racing, rallying, hillclimbing and off-roading. The CAMS Manual breaks down motor sport competition into a number of groups such as circuit racing, speed events, rallies, off road and motorkhanas. At present BSCC runs rallies, touring road events, touring assemblies, and off road events, and has previously been involved with speed events and motorkhanas, so this article will mainly concentrate on these types of events.

Rallies and Road Events

Most members should be aware of rallies, particularly as the Club has just (very successfully) run a high profile Australian Championship event.

CAMS does not classify rallies as Speed Events, even though a **Special Stage Rally** is usually won on outright speed (although other factors such as car preparation and navigation are important). Virtually all rallies held in Queensland are Special Stage Rallies. Competitors have to follow a set route which consists of Special Stages and Liaison Stages, with Controls at the start and finish of each. The Special Stages are held on closed roads and must be completed in the shortest possible time. Liaison Stages are held on public roads and link the Special Stages. A fairly generous time is set, and the competitors must obey all road rules in the liaison stages. There is a penalty for late and early arrival at Controls.

Results for the event are calculated using Special Stage times and Road Penalties.

Instructions for Special Stage Rallies are usually given in the form of a Route Chart with Tulip Diagrams. The events may either be "blind" meaning that competitors do not know where they are going until they get their instructions, or "pace-noted" meaning that competitors have the opportunity to travel over the course (at slow speed) and make notes. (This is only a general article on motor sport, and will not go into details of Tulip Diagrams, A to A timing, etc. This could possibly be done in another article at a later date.)

The CAMS Manual also refers to Road

Rallies and Trials. Neither of these have been held in Queensland for a few years. Road Rallies are basically what rallies were like before the advent of Special Stage Rallies. Trials are similar, but involve more complex navigation, such as route instructions in the form of map references.

Another type of event quite popular in Queensland is the **Rallysprint**. They used to be classed as Speed Events but today they are probably more like very short Special Stage Rallies. Only two Stages are allowed and neither is allowed to be longer than 8 kilometres. Each Stage may be run up to three times competitively (and in the opposite direction if desired, but so far this has not been done in Queensland). Two reconnaissance runs over each Special Stage are allowed.

Historic Rallying has recently started to become popular, and from this has developed the Touring Road Event. This is essentially an event on public roads interspersed with special tests on private property. These special tests may include speed events, acceleration and braking tests, motorkhanas, etc. (more on these types of events later). The road sections may include map reading. Some Touring Road Events are not restricted to older model cars and may allow modern vehicles to compete.

CAMS also recognises an event that it refers to as a **Touring Assembly**. This is an event conducted on public roads in which the speed of the vehicle can have no bearing on the results. Historic Rallies without any special tests can be run as Touring Assemblies. Instructions can either use maps or route charts with or without mileages. ("Herringbones" and "Stick Charts" could be regarded as sophisticated forms of route charts.)

As speed is not relevant, keeping to the correct route is of absolute importance in a Touring Assembly. Organisers require questions to be answered at specific locations along the route. They may also use Information Boards (or Visual Route Checks) and Passage Controls.

One form of Touring Assembly popular in

Queensland is the "**Night Run**". These are usually held around the suburbs and are designed to confuse competitors by using intersections that are close together, dead end streets and hard-to-see narrow laneways. Competitors have to answer questions which ensure that they are on the correct route.

An **Economy Run** is a Touring Assembly where the objective is to use as small an amount of fuel as possible. A handicapping factor is usually applied to equalise small and large vehicles.

Speed Events

Many Car Clubs in South East Queensland run various forms of speed events. However it is very unusual that although CAMS has Advisory Panels for Motor Racing, Rallies, Off Road and Motorkhanas (and others) there is no Advisory Panel that specifically regulates other forms of speed events.

Hillclimbs are one of the oldest forms of motor sport, and consist of a timed run up a hill with a standing start and flying finish. Depending on the number of entries competitors usually get around five runs in a day and the fastest run is the one that counts for results. Hillclimbs can be run on bitumen or gravel surfaces and on specially built tracks (Mount Cotton being the best known local example) or closed-off public roads. (*This type of event would be best known from Ari Vatanen's "Pikes Peak Climb." Ed.*)

A **Sprint** is a timed run on a closed road or track. Many of the rules are similar to those for Hillclimbs. A number of Clubs run Sprints (or "lap dashes") at Lakeside.

An **Autocross** is a similar type of event, but run on a non-bitumen surface. BSCC used to run these events but at present the only Club that runs them regularly (approximately every couple of months) is Ipswich West Moreton Auto Club on their track at Willowbank. Being on a dirt surface these events are well suited to rally cars. An additional rule is that cars may not deviate from the marked course, and penalties are incurred for hitting course markers.

A **Rallycross** is another event mentioned in the CAMS Manual, but rarely if ever seen in Queensland. The course is a mixture of gravel and bitumen, and cars may be run more than one at a time (usually in groups of two or four).

Motorkhana

A Motorkhana is an event consisting of a number of tests. Each test consists of a timed run around a series of pegs (or flags) which have to be traversed in a specified direction (and may be in forward or reverse). All tests are from a standing start and competitors must come to a stop at the finish.

Although each test is timed, a Motorkhana is not classed as a Speed Event, because of the short distances travelled in a straight direction. Penalties are also incurred for hitting markers or travelling in the wrong direction.

A Motorkhana can be held on either a bitumen or a grass surface. BSCC used to run a number of Motorkhanas but has not run one for nearly three years. The Holden Sporting Car Club runs one or two Motorkhanas per month, and other Clubs run them occasionally.

A variation on the Motorkhana theme is the **Khanacross**. It is essentially an en-

larged Motorkhana, with longer straights (but limited to 200 metres) and faster (or less tight) corners. Speeds are therefore faster on a Khanacross than on a Motorkhana, and they are therefore well-suited to rally cars. Khanacrosses are occasionally run by the Gold Coast Tweed Motor Sporting Club.

Off Road Events

As the name implies Off Road Events are run over very rough terrain, on tracks that are very rudimentary or do not exist at all, with many jumps, dips and creek crossings.

Because the course is very hard to see (or to describe on a map or route chart) it is marked out by using signs, with different signs having different meanings. Specialised vehicles have been developed for these events as even a well prepared rally car will not survive them. Off Road vehicles need large wheels, good ground clearance, long suspension travel and extra heavy duty shock absorbers.

The traditional form of Off Road Event is the **Long Course**, also often referred to as an Enduro. It is a real test of endurance (but outright speed counts as well) and generally goes for a few hours with a minimal number of stops. BSCC runs an annual Long Course Off Road event at Gatton,

and other events are run at Chinchilla, Jimna and Goondiwindi.

A **Short Course** Off Road event is a bit like an Autocross run over rough terrain with jumps, etc. It is classed as a Speed Event but many of the rules and competing vehicles are similar to those for Long Course events. It caters more for spectators and vehicles are often run two at a time.

A recent development is **Stadium Off Road Racing**. This uses a specially constructed track (with jumps etc.) at a Stadium or entertainment area. It is designed even more for spectators. The course is well-defined and does not need signs or markers. With the increase in popularity of this type of event specialised Stadium vehicles have been developed which are different from those run in Short Course or Long Course events.

If you would like to compete in, or find out more about any of the forms of racing mentioned, please check the "Coming Events" page or contact the club.

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the new Pelican Waters golf course site which drew around 5,000 spectators on Saturday morning. The Mitsubishi crew of Shaun Gill and David Overend had computer failure on the line and unfortunately took no further part that day. The field then drove up to the Imbil region where the real forest roads were a-calling.

In the QRC Stewie Reid started a little slowly but suffered a flat tyre during the afternoon to ruin his chances. Johnny Goasdoue proved he could mix it with the best to outgun Michael Guest on Saturday to win the outright Group N prize for the ARC and take maximum points for the QRC component. The silver Evo. 3 of Brucie Dummett/Tom Smith took second in the QRC after a day of spins and half-loses. The Scotts retired their Subaru to record a dnf and title-aspirants Bruce Fullerton/Rob Reddix finished fifth in the heat after a fairly ordinary day.

Sunday was a very early start with the first car leaving the Oasis at 6.00 am in the cool temperatures of the June morning. Again the chase was on from the word go with a lesser competitive distance for crews to make their mark

Goasdoue/Bates had thrown new tyres at the car on Saturday in an effort to gain every advantage, but for Sunday the second-hand rubber was all that was left. Nonetheless, they enjoyed a great battle, again concentrating on the ARC and grabbed third to be pipped on the day by the pro' teams of Guest/Stacey in the Les Walkden Subaru and Cody Crocker/Tony Sircombe in the factory Group N Subaru. The Scotts moved up the field to pick up a great finish and once again the Fullerton/Reddix crew maintained consistency in their Evolution 1 Lancer to grab another fifth place. Their overall results for the weekend see them lead the QRC going into the next round in Townsville.

Dummett/Smith had another eventful day with a couple of half-spins and an overshoot on the 'Borumba' stage which lost us 18 minutes. A subsequent steering arm breakage in the final forest stage for the weekend 'Forest Drive' put us into the trees and out of the event with substantial body damage.

There were a couple of memorable drives on the weekend from people like Murray Coote (with Dave Boddy) in Dave Feron's Datsun 1600, and the unlikely 2.0 litre Camira of Richard Galley/Tim Kay whose times on Saturday were nothing short of amazing. Glenn Brinkmann/Dale Moscatt keep everyone on their toes in the little Nissan Micra Group N car (is a 1300cc tiddler supposed to go

that fast?) and the Shepheard family (George and Steve) were on each other's hammer all weekend. It was also good to see the whole Keema Rally Team back on deck with the regular Balenos of Henry Ryman, Rod Cross and Mark Neary joined by the fully homologated Baleno Estate of Tony Kabel/Greg Tebble.

From a competitor's perspective there were a few hiccups which were a little disappointing, and the innovative ideas of the combined start for two stages proved to be more than a logistical nightmare on the day. Although this ensured the action continued for the spectators, it provided more than a few headaches for officials and competing crews with delays on Saturday afternoon. Unfortunately, by having that many competitors the running schedule is drawn out and time does not stand still. This resulted in some crews not actually having their due time allowance on Saturday night in the final service.

All in all it was brilliant to see the colour spectacle and excitement of a big field but I think the organisers who, as usual, did a tireless job need to think about the benefits versus the extra worries. The event, assuming it will continue in the capable hands of the BSCC is getting to the point where it needs full-time co-ordination and I'm sure Errol Bailey will be the first one to agree. Gone are the days when an amateur team should be expected to provide a professional event for professional crews. It certainly made me proud to see the acceptance of the event by Caloundra and it's residents and we can only hope that the venue continues to be available for many years to come.

The Dummett Lancer has been repaired and is back in pristine condition barely two weeks after the event, with a long trip to Townsville in front of us. After two rounds, the QRC is not yet decided and we will be trying hard to chase Bruce/Rob down with wins in each of the three remaining rallies.

Thanks to all of the many hundreds of people involved in Falken Tyres Rally Queensland - as usual without the volunteers (both club members and not) the sport would not achieve the success it has for the club and for the state overall. This event is still up there in the top two or three ARC's in the country.

A big THANKS to Tom for producing this article at short notice. Tom writes for Australian Rallysport News (ARN) and you can contribute to his column by contacting him on 07) 3862 9363 or e-mail on tomk.smith@qr.com.au. Ed.

1998 FALKENTYRES RALLY QUEENSLAND - RESULTS

Heat 1

Pos	Driver/Co-Driver	Car	Total Time
1	Possum Bourne/ Craig Vincent	Subaru Impreza WRX	01:02:18
2	Neal Bates/ Coral Taylor	Toyota Corolla WRC	01:03:00
3	John Long/ Damien Long	Mitsubishi Lancer Evo III	01:06:33
4	John Goasdoue/ Alan Bates	Mitsubishi Lancer Evo III	01:07:40
5	Michael Guest/ Mark Stacey	Subaru Impreza WRX RA	01:07:45
6	Wayne Bell/ Iain Stewart	Hyundai Coupe FX	01:08:57
7	Paul Kennedy/ Ken Behrend	Mitsubishi Lancer Evo II	01:09:14
8	Miles Sandy/ Michelle Murphy	Subaru Impreza WRX RA	01:10:06
9	Bruce Dummett/ Tom Smith	Mitsubishi Lancer Evo II	01:10:39
10	Ross Mackenzie/ Paul Van Der Mey	Daihatsu Charade	01:11:00
11	Lee Petersen/ Graham Legg-Stoker	Nissan Pulsar Gti	01:11:10
12	David West/ Tony Best	Mitsubishi Lancer Evo II	01:11:15
13	Graham Alexander/ David Stewart	Mitsubishi Lancer RS	01:11:17
14	Stewart Reid/ Anthony McLoughlin	Subaru Impreza WRX	01:11:18
15	Steve Winwood/ Brian Harwood	Ford Falcon XR8	01:11:25
16	Mark Haybittle/ Duncan McIntosh	Mitsubishi Lancer Evo V	01:11:34
17	Warren Tuckett/ Stuart Percival	Mitsubishi Lancer Evo III	01:11:42
18	Michael Thompson/ Gordon Klebba	Suabru Impreza WRX 555	01:11:52
19	Martin Lintott/ Fred Gocentas	Mitsubishi Lancer Evo II	01:12:27
20	Dean Herridge/ Glenn MacNeal	Hyundai Coupe FX	01:12:34
21	Justin Middleton/ Paul Helm	Toyota Corolla	01:13:06
22	Bruce Fullerton/ Rob Reddix	Mitsubishi Lancer	01:13:46
23	Jacquiline Dines/ Stella Plenderleith	Mitsubishi Lancer Evo III	01:14:08
24	Simon Evans/ Joe Brick	Toyota Corolla RV	01:14:34
25	Steven Shephard/ Michael Johnson	Mitsubishi Lancer Evo II	01:14:43
26	George Shephard/ Del Garbett	Mitsubishi Lancer Evo III	01:15:08
27	Spencer Lowndes/ Patrick Mollison	Mitsubishi Lancer Evo II	01:15:31
28	Geoff Full/ Graeme Jesse	Holden VR	01:15:36
29	Mark Pedder/ Scott Pedder	Holden VG Ute	01:16:23
30	Steve Forsberg/ Lyndall Drake	Toyota Corolla RV	01:16:50
31	Andrew Murdoch/ Janine Schneiders	Ford Falcon	01:17:10
32	Ashlea James/ Sue McGready	Toyota Corolla RV	01:17:18
33	Roman Watkins/ Paul Flintott	Toyota Corolla RV	01:18:55

Pos	Driver/Co-Driver	Car	Total Time
1	Possum Bourne/ Craig Vincent	Subaru Impreza WRX	47:49
2	Neal Bates/ Coral Taylor	Toyota Corolla WRC	47:59
3	Michael Guest/ Mark Stacey	Subaru Impreza WRX RA	51:23
4	Cody Crocker/ Tony Sircombe	Subaru Impreza WRX	51:55
5	John Goasdoue/ Alan Bates	Mitsubishi Lancer Evo III	52:29
6	John Long/ Damien Long	Mitsubishi Lancer Evo III	52:39
7	Spencer Lowndes/ Patrick Mollison	Mitsubishi Lancer Evo II	52:49
8	Miles Sandy/ Michelle Murphy	Subaru Impreza WRX RA	53:08
9	David West/ Tony Best	Mitsubishi Lancer Evo II	53:16
10	Wayne Bell/ Iain Stewart	Hyundai Coupe FX	53:33
11	Paul Kennedy/ Ken Behrend	Mitsubishi Lancer Evo II	53:56
12	Michael Thompson/ Gordon Klebba	Subaru Impreza WRX 555	54:22
13	Rick Bates/ Jenny Brittan	Daihatsu Charade Gti	54:39
14	Warren Tuckett/ Stuart Percival	Mitsubishi Lancer Evo III	54:53
15	Steve Scott/ Terry Scott	Subaru Impreza WRX	55:17
16	Martin Lintott/ Fred Gocentas	Mitsubishi Lancer Evo II	55:20
17	Steven Shephard/ Michael Johnson	Mitsubishi Lancer Evo II	55:26
18	Steve Winwood/ Brian Harwood	Ford Falcon XR8	55:31
19	Justin Middleton/ Paul Helm	Toyota Corolla	55:39
20	Dean Herridge/ Glenn MacNeal	Hyundai Coupe FX	55:52
21	Bruce Fullerton/ Rob Reddix	Mitsubishi Lancer	56:02
22	Jacquiline Dines/ Stella Plenderleith	Mitsubishi Lancer Evo III	56:20
23	Murray Coote/ David Boddy	Datsun 1600	57:32
24	Paul Pyyvaara/ Stephen Tonna	Datsun 260Z Sports	58:25
25	Andrew Murdoch/ Janine Schneiders	Ford Falcon	59:02
26	Richard Galley/ Tim Kay	Holden Camira	59:03
27	Abe Tuckett/ Toni Feaver	Daihatsu Charade Gti	59:51
28	Roman Watkins/ Paul Flintott	Toyota Corolla RV	59:54
29	Glen Duthie/ Nayelle Smith	Isuzu ZZ/R	59:56
30	Jason Slot/ Will Logan	Toyota Corolla RV	01:00:05
31	Adrian Bukmanis/ John Ahern	Honda Civic	01:00:07
32	Nicholas Singleton/ Ben Treston	Toyota Sprinter	01:00:26
33	David Bates/ Ron Peters	Nissan Bluebird Turbo	01:00:37
34	Peter Menzies/ Ian Menzies	Holden Gemini	01:01:00

Thank you to www.rallysport.aust.com for these results



Possum Bourne
& Craig Vincent
at Cutters
Photo: Neil Hamey

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LIES, HOT GOSSIP & OTHER STUFF



Barry Neuendorff, who campaigned a quick little 205 back in the early 90's will be happy to know this... Peugeot are planning a return to the world rally championship after not competing for 13 years. According to its director general Frederic Saint-Geours, the French car giant will race its new 206 WRC (World Rally Car) next year. It wants to compete in a number of rallies next year as a curtain raiser to a full scale assault on the 2000 season. Peugeot has not yet finalised driving arrangements.



Quotable Quote:

"He's crashed more Datsun 1600's than were ever built..."

Patrick Hetherman on Bruce Dummett at Rally Qld start



HELP HELP HELP. Similar to rallies, Control Officials, scorers, time keepers, communications, etc are required for Off Road events. Their duties however, are easier to carry out than in rallies. Plus Off road needs recovery people and track marshalls which are out "amongst it" unlike rallies. The club urgently needs volunteers to assist in the running of the BSCC's Long Course off road event at Gatton on August 30th. This is the third and crucial round of the Queensland Off Road Championship. If you have a 4 x 4 then please volunteer to assist with the track. It is a heap of fun. Similar in concept to rallies but without made roads. If you do not have a 4 x 4 but are willing, we need your help. Safety communication is primary in Off Road. *For further information or volunteering please contact :- Rod Sams (Club President) on 33459075 a/h; Patrick Hetherman on 33511439 or 0412 141 992 anytime; BSCC Clubrooms on 3391 8881.*

Look at Off Road and have a ball.

Vale, Phil Hartman

Better known as "Hi, I'm Troy McClure" or "Lionel Hutz, Attorney" from the Simpsons or Bill McNeal from NewsRadio.



"Good times...good times..."



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RALLY PICS PAGE



Michelle Gatton and co-driver **Claire Swallow** in their All Site Rentals Datsun at Rally Queensland
Be Seen Photographics Ph (07) 3209 4377



This photo of **Mark Griffith**, outright winner of the 1997 Benarkin Forest Classic Rally, was taken by **Clayton Bradford**. Clayton also has pictures from 1998 Falken Tyres Rally Queensland for sale. Clayton's contact phone numbers are (07) 3899 0686 a/h or 0414 990 686. *Brisport thanks Clayton for the use of his photos published previously.*

Got something to say?

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Contribution cut-off date for

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16 July 1998

...Don't Forget!...



"What was that call!??" is perhaps what Russell Bryson is saying.



Murray Coote / David Boddy



Neal Bates / Coral Taylor

The photos above are courtesy of Neil Hamey. He also has pictures of other cars available. They are: Possum, Glenn Brinkman, Dean Herridge, Brett Middleton, Rick Bates, Steve Winwood and Car No's 1, 2, 5, 7, 13, 17, 22, 23, 26, 28, 31, 45, 48, 49, 52, 53, 55, 58, 60, 62, 68, 71, 75, 88. He can be contacted on 32149229 (Work) or 39822189 (Home).

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