

BRISPORT

THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB.

REID STREET, WOOLLOONGABBA. PHONE 3391 8881.



October 1998 Newsletter

"Playstation" Round Australia Rally

- Gallangowan

by Patrick A Hetherman

Some regard it as the best kept secret in Motorsport. But to some it was an event to make an effort to follow and support as best we could.

Once again the BSCC was requested to support the Round Australia Rally with manpower in the Gallangowan/Jimna area. This time we were only required to provide road blocks and control monitoring personnel. The event was providing its own Controlies.

So the club set about putting resources together. Craig Porter did a great job putting the paperwork together, getting Council approvals, Forest permits etc. The stages were very similar to 1995

being, Sterlings Road, Brimms Road, the fabulous Western Branch, Then Jimna and the infamous 10Mile.

David Nash got a group together, mostly from the club and who went

Drama was unfolding at Jimna as there was no trace of...

on the 1995 affair. They included Craig Lee and his brother Jim, Richard Anderson, John Goasdue and friends plus many others. The event was in the week so time off work was required. The accent for most of us was "PLAY STATION" a fun couple of days.

Ever faithful to the club President,

Rod Sams gave me a hand to organise and ship the gear up to Gallangowan. Rod took his trailer with radios and gear for the crews at Jimna. That was John Palmer, Dick Owen and new friends the P76 Owners Club. I loaded up some 17 radios, Road closure signs and boards etc into the trusty Patrol and hitched up my caravan and headed for Noosa. We had some work to do there on the way.

From Noosa we thought about going out through Kandanga and up Sterlings Rd. I had not been there for some time and thought perhaps better to go out via Glastonbury, out over Widgee mountain via Coolomin Rd to

Continued Page 10

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SURFACE MAIL

THE CLUB CAPTAIN'S CORNER

BY PETER BAKER

It was with regret that I missed the Farewell party on the 14th October.

I believe it was a great night and I thank Peter Whalley and others for putting on a good night. I was not a well boy and I was unable to get out of bed to attend. I heard that there were one or two stories told and the last person was seen leaving in the early hours of the morning. Was it some of the offroad boys, one President Rod Sams and the one and only Peter (the last of the Square Bear mush have been Drunk) Whalley?

Well the club will be knocked down and we are still looking for a new home the club will be open on Wednesday 21st & 28th because we have been

given an extension by the Main Roads Department. (GOOD OF THEM!!!)

Keep watching this space we will inform you of your new home. The Club's Board want to look to the future and provide you the members with something better and we want to make your Car Club the best in the Country but to do that we need your assistance and support to do that.

We will need a hand to move some things so you may receive a phone call to help.

On other matters, the Bailey Powerlines Rally is on on a few days and we are still looking for officials. The rally will be run on Saturday the 24th October

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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
P O Box 8347
WOOLLOONGABBA QLD 4102
Telephone: 07) 3391 8881
Facsimile: 07) 3891 1401

BSCC Board - contact list

<u>Title</u>	<u>Name</u>	<u>Home</u>	<u>Business</u>
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	Kerrie Hollington	Claire Swallow	Lisa Thompson
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	Off Road	Rod Sams	3345 9075 3404 3845
	Rally	Craig Porter	3376 6563
	Motorkhana		
	Night Run		
	Social Sub Committee		
	Promotions & Marketing		

1998 and will be Based out of the Imbil Island Camping Ground.

If you are coming to the Rally as Officials, Spectators or crew please take advantage of the camping Grounds and stay overnight. There will be catering by the owners Chris And John and they away put on a great feed.

The Party after the even is the big thing so please come and enjoy.

Please if you wish to help out as an official please call Esme at the Club.

The KCF Rallysport Rallysprint Series has now been run and the dust problem had to be seen to be believed. I took a drive to the Glasshouse mountains lookout and all I could see was a blanket of dust in the valley, you had to see it to believe it. Thanks must go to Alan Clunes and the team for a job well done. There are heaps of people that need to be thanked for making the series work.

1. The Sponsor Keith Fackrell from KCF Rallysport.
2. All the officials.
3. The local Community people.
4. And last but by no means least the Competitors.

A full report on the series will be published in the

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KEN GRAHAM

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next newsletter.

On big thank you must go to Chris Corbee who did a huge amount of work for the series and the fireworks after the last event.

Cheers!
PB

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ELECTRICALS

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*.

CHICK (CHOOK) CHAT *with* **Ann Hetherman**

This "Old Hen" has never competed in a Rally, only in an IWMAC night run as a navigator. Yes I won the novice prize, 2 litres of CT 18.

I have, however driven the "Rally Car" to the shops or when invited out to a luncheon in Samford years ago. Posh house, posh people and me in a hot rice-burning rotary rally car. A difficult rutted approach to the house. Yes I made it, the only visitor to do so. My family were proud of me and the car.

Had a fast blast once with Dennis Brown in the turbo Subaru. Not knowing what to expect, didn't even hang on or close my eyes, what a hoot. I was not a young chick then either.

Always I've found plenty to do in the sport and I have the credentials to prove it. Letters of appreciation from Rally's, Sprints, ARC's, AORC's and Round Australia's. I know of Archerfield, The Exhibition, Lakeside, Surfers Paradise, and Willowbank. Also places like Imbil, Gun Powder, and many others too numerous to mention. And of course the BSCC.

At the club I have spent many hours collating thousands of pages that made up road books, spectator instructions etc. for so many rallies I can't remember. I have banged in posts, hammered nails in arrows, lap counted, timed at races and controls, cleared up, packed up trailer loads, and put the stuff away in the storeroom designed for only those with a genetic connection to the pygmy race. Oh yes, I have walked flooded creeks ahead of the 4x4. You see we girls wear slip on shoes, the boys, lace up boots. At Goondiwindi I got chased by a black pig and then spotted by a channel 7 helicopter whilst trying to complete ablutions. (The guys have it easy.)

It has been a very interesting "Hobby" for me one step behind Patrick, who needs 28 hours every day to do what he would like to do. Our ever faithful Patrol, "Big Red" always carries just about everything. It has doubled as an information booth, recovery vehicle, Radio Base, HQ,

and has done that many miles of road survey looking for new stages. If Nissan built a better one I'd like to see it.

I can now admit to getting older and don't mind slowing down a bit. We now have a trim pop top caravan to tag behind the Patrol. In its first month, four outings, Motorsport. You see I said I was fed up with making tea on portable stoves and wanted something better. I cannot remember how many hours over weekends we have spent travelling, looking for roads, measuring courses, route charting etc. Now I would not have been much help to Christopher Columbus in the navigating department. Patrick and I have had a few arguments, I shout he shouts. He usually shuts up because he is a gentleman and would not leave me stranded in the boonies when I take off in a huff. God I hate those people that always prove to be right.

I have enjoyed helping Esme, I understand her humour. She is English also. I still have difficulty in telling Tom Smith and Alan Bates apart. One of my biggest thrills was in 1995 and going with Pat and Rod on the Mobil Trial around Australia. I was one of the crew and had to do my share of the work and driving. 130 kms/h with me at the wheel on the Gun Barrel was a new experience. I noted that Patrick and Rod did not sleep too well that stint. It was a wonderful experience.

Sleeping under the stars in the outback IS special.

How did I get into this you may Ask. Quite simply I got p*##@^ off when left behind to do the washing and clearing up. So I went along with husband and kids all those years ago and am still doing it today, some 35 years later.

I look around and there are a few like me, still enjoying life. After all life is what you make of it. Invest zero and that will be your return. I made great friends who are always willing to help out, Val Reddiex, Margaret Mackay, Trish Smith and there good menfolk just to mention a few. At the "Farewell to the Clubrooms" night it was nice to see younger members and couples caring about the Club because I do. God Bless
ANN HETHERMAN

BSCC COMING EVENTS

To submit articles, please contact Esme on 3391 8881

WARIALDA OFF ROAD EVENT

SAT/SUN 31 OCTOBER-1 NOVEMBER

The annual Warialda Long Course Off Road Event is always a popular event with the top crews from Qld and NSW competing. Reconnaissance and Prologue are on the Saturday morning with racing on the Saturday afternoon and all day Sunday. *For further information contact Bev Basham on (02) 6729 1622 (a/h).*

PARTS & SERVICES CLASSIC RALLY

SAT/SUN 31 OCTOBER-1 NOVEMBER

This event will consist of two days of easy navigation over good roads with a number of special tests including a hillclimb at Kooralbyn. The start will be at 9am on the Saturday from Queens Park Ipswich, and the event will have an overnight stop at Kooralbyn, near Beaudesert. The cost of the accommodation has been included in the entry fee. The event continues with the same format on the Sunday with a

finish at around 3pm. All types of vehicles are eligible to enter but preference will be given to sporting or classic cars. *For further information contact Tony Slattery on (07) 3391 3022 (a/h).*

MOTORKHANA AT COOMERA

SUNDAY 1 NOVEMBER

Gold Coast Tweed Motor Sporting Club have invited BSCC members to the final round of the 1998 Queensland Motorkhana Series. This event will be held on the bitumen at Caltex Coomera. Entries will be accepted from 9am with competition commencing at 10am. *For further information contact Nick Cresswell on 0411 759 597.*

KALPOWAR RALLY

SATURDAY 7 NOVEMBER

The Gladstone-based Central Coast Car Club is conducting a Rally at Kalpowar (just north of Monto). With the possibility of a round of the 1999 Clubman Rally Series being held in this

area, it would be a good opportunity to have a look at the roads there. The rally starts at Kalpowar at 6pm and will consist of 100km competitive and 30km transport. *For further information contact Bill Crowhurst on (07) 4972 7509 (a/h).*

...ANOTHER COOMERA MOTORKHANA

SUNDAY 8 NOVEMBER

Holden Sporting Car Club are running a Motorkhana on the bitumen at Caltex Coomera and BSCC members are invited. Entries will be accepted from 9am onwards, with competition commencing at 10am. *For further information contact Scott Doyle on (07) 3376 0637 (a/h).*

SPRINT MEETING AT LAKESIDE

SATURDAY 14 NOVEMBER

The Marque Sports Car Club is running a Team Sprint at Lakeside. Scrutineering is from 7am with competition commencing at 8am. Each team must consist of cars of the same make, with a



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BSCC COMING EVENTS

To submit articles, please contact Esme on 3391 8881

minimum of three and a maximum of four cars per team, with the three best times counting towards with results (we could probably win the event if we could rake up three or four 4WD Lancers). Each competitor has tow timed runs, each run consisting of five laps of the circuit. *For further information contact Ralph Schenk on (07) 3395 2314 (a/h).*

LAST NIGHT RUN FOR THE YEAR

FRIDAY 20 NOVEMBER

The Holden Sporting Car Club is organising a Night Run that starts from Armstrong Holden Woolloongabba and the start time is 7.30pm. This is the ninth and final round of the Interclub Night Run Series, and results from this event count towards the 1998 BSCC Night Run Championships. *For further information contact Scott Doyle on (07) 3376 0637 (a/h).*

WILLOWBANK AUTOCROSS

SATURDAY 21 NOVEMBER

Ipswich West Moreton Auto Club are running their last Autocross for the year and BSCC members are welcome to compete. Scrutineering will commence at midday with racing from 2pm until midnight. The Club has recently installed floodlighting at their Willowbank track and this is the first time in quite a few years that a night Autocross will be held. Each competitor should get six timed runs of the course, a timed run consisting of one standing lap and one flying lap of the Willowbank track. *For further information contact Brad Fowler on (07) 3821 0085 (a/h).*

NOOSA CLASSIC RALLY

SATURDAY 21 NOVEMBER

The Christian Autosports Club of Australia is organising a Classic and Historic Rally which is designed as a different way for people to travel to Noosa to compete in or spectate at the Historic Hillclimb. Briefing is a 9am and the start is at 10am. The start location is T & R Mechanical, Johnstone Road Strathpine. The

distance is approximately 200km with a lunch stop at Mapleton and competitors arriving at Noosa at approximately 2.30pm. The event will have simple navigation and two special tests. Any type of car is eligible to enter. Competitors will need the latest version of the Brisbane UBD (which goes as far as Noosa) and all other maps will be supplied. *For further information contact Ross Colledge on (07) 3808 9000 (a/h).*

NOOSA HILLCLIMB

SUNDAY 22 NOVEMBER

The Historic Racing Car Club are running a Hillclimb for historic vehicles on Sunday 22 November with a practice on the Saturday. All types of classic and historic vehicles are welcome to compete, including historic rally cars. The Hillclimb is using part of the old Cooroy to Noosa main road which has now been bypassed. *For further information contact Helen Kingcott on (07) 3351 6541 (a/h).*

YET ANOTHER MOTORKHANA

SUNDAY 22 NOVEMBER

The Holden Sporting Car Club is running their final Motorkhana for the year at Caltex Coomera. Entries from 9am and competition from 10am as with previous events. *For further information contact Scott Doyle on (07) 3376 0637 (a/h).*

GALLANGOWAN RALLY

SATURDAY 28 NOVEMBER

This is the final round of the 1998 Queensland Rally Championship and GP Cars Clubman Rally Series. The event will start at 1pm from the Gallangowan Oval and will consist of 160km of Special Stages and minimal transport. It is expected to be finished by midnight. This is usually one of the highlights of the rallying year, with everybody camping at Gallangowan and making an enjoyable weekend of it. Officials are needed as well as competitors. *For further information contact Craig Porter on (07) 3376 6563*

(a/h). The Board has decided that this year the Club will not run the traditional Club Rally that is usually held on the following Sunday morning.

FINAL ROUND OF THE OFF ROAD

CHAMPIONSHIPS

SAT/SUN 28 & 29 NOVEMBER

The postponed final round of the 1998 Australian Off Road Championship, which was to have been held at Goondiwindi, will now be held on the weekend of 28-29 November. The venue will now be at Springfield which is virtually in the Brisbane suburbs, thanks to the assistance given by the Springfield Land Corporation. Scrutiny will be on the Friday morning with reconnaissance on the Friday afternoon. There will also be an early reconnaissance on the Saturday morning, followed by the Prologue. There will be two heats on the Saturday afternoon, each heat being contested by half the field and each heat being 4 laps of the 37 km course. This will be followed by two similar heats on the Sunday. *For further information contact Steve Hilton on (07) 3882 3772 (a/h).*

GOLD COAST IRON MAN WEEKEND

SAT/SUN 5 & 6 DECEMBER

The Gold Coast Tweed Motorsporting Club has invited members to their Ironman Weekend. Activity will be based at Morgan Park Warwick and the weekend starts with a Navigation Run from Boonah to Warwick which leaves Boonah at 9.30am. Events held at Warwick during the Saturday afternoon and most of Sunday include a bitumen Khanacross on the Morgan Park track, a dirt Khanacross on some of the access roads, and a gross Motorkhana. *For further information contact Nick Cresswell on 0411 759 597.*

BSCC CHRISTMAS PARTY

SATURDAY 5 DECEMBER

As previously mentioned, the Clubs annual Christmas Party will be held at the Broncos Leagues Club. *Further information elsewhere in this Magazine.*

LIES, HOT GOSSIP & OTHER STUFF

Edited by Karen Soxsmith

👍 "Playstation" Round Australian Rally - Just a note different to other possible contributions. It was fun socially. Also of note is that there was 143kms competitive set up using two half trailer loads of equipment, in five hours, using 12 people. The equipment arrived Tuesday morning 10am and was back in the club next day finished by 3-30pm. Worth thinking about.

- Patrick Hetherman

🗣️ Halda's - Thanks for putting the ad in Brisport. Unfortunately I have not had any response. I am sure there must be plenty of Halda's around in your area. I will pay a good price for them. Do you have any suggestions how I can lay my hand on some of those?

- Ronald <bte@worldonline.nl>

💣 **RE: Clothing in events.** *The following was sent to Brisport by Neil Hamey*

It was recently printed in an issue of the Australian Rallysport News that the apparel rules would be changing from the 1st Jan 1999 for Nationally Classified events. Could someone confirm if this rule is actually changing or not. I was told it was a proposal and no decision had actually been made.

What in fact happened was that the different disciplines within motor sport were requested to review their requirements with regard to apparel.

The Rally Commission did this at its recent meeting on 22nd & 23rd August, and came to the conclusion that the existing requirements for rallying are adequate, and was not moved to make any changes. So for the time being at least, the present requirements stand.

Hope this clarifies the situation for you.

Regards
Andy Clark
Manager - Rally & Off Road, CAMS Ltd



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Keith Fackrell from KCF Rallysport has agree to sponsor a three round Rallysprint series in 1999. **'Onya, Keith!!!!'**



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RALLY CALENDAR FOR 1999

(not finalised)

As at: 15 October 1998 16:25

30/01/99	Possible Rallysprint Whitsundays
13-14/02/99	Rallysprint Harvey Bay
20-21/02/99	Club Rally Gladstone
27/02/99	KCF Rallysport Rallysprint Series Round 1
13/03/99	Cooloola QRC R1 Clubman Series R1 ARN Jnr.
27-28/03/99	Club Rally Rockhampton
10-11/04/99	Coffs Harbour ARC R1
17-18/04/99	Rallysprint Townsville
24/04/99	Moby Vic's R1 Gemini, R2 Clubman, R2 ARN
7-9/05/99	Rally of Canberra
15-16/05/99	Gladstone Rally R3 Clubman, R2 Gemini, R3 ARN.
29-30/05/99	Club Rally in Rockhampton
5-6/06/99	RALLY QUEENSLAND ARC R2, QRC R2.
12-13/06/99	Rallysprint Harvey Bay
19/06/99	KCF Rallysport Rallysprint Series R2.
26-27/06/99	Forest rally WA ARC R3
10-11/07/99	Townsville QRC R3, Clubman R4, ARN Final Round.
24/07/99	KCF Rallysport Rallysprint Round 3 and final.
14/08/99	CACA QRC R4, Clubman R5
14-15/08/99	Rally Melbourne ARC R4
4-5/09/99	Club Rally Townsville
11/09/99	Rockhampton Rally Clubman R6, Gemini R3
18-19/09/99	Safari Tasmania ARC R5
2-3/10/99	Club Rally Gladstone
24/10/99	Bailey Powerlines Clubman R7, Gemini R4
5-7/11/99	RALLY AUSTRALIA
20/11/99	Yarraman Rally Clubman R8, Gemini R5
4-5/12/99	Keema QRC R5, Clubman R9, Gemini R6

JO CADMAN & DONNA KILBRIDE JOIN FORCES FOR QLD RALLY

Official notification confirming that well known female competitors Jo Cadman and Donna Kilbride will join forces in Jo's Galant VR4 for the Bailey Powerlines Rally (Round 4 of the 1998 GP Cars Clubman Rally Series) has been received by Del Garbett Rally Sport.

A number of folk are understandably excited with the prospect of these two key personalities working together.

Del Garbett expressed her delight remarking that it will contribute significantly to the promotion of women in rallying while Clerk of Course for the Bailey Powerlines event Peter Garbett is enthusiastic for the same reasons as Del and for the publicity spin off the event will enjoy from the partnership.

Indications are that the usual entry from Queensland's rallying women Michelle Gatton and Claire Swallow can be expected for the rally so the ladies are likely to be out in force at Imbil come 24 October.

Peter Garbett

Why racing is better than sex....

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6. When you get your equipment out, you get cheers, not laughter.
7. Everyone can enjoy the power of your equipment.
8. In racing you can wash your equipment in public.

JOKES

So there's this man with a parrot. And his parrot swears like a sailor, I mean he's a pistol. He can swear for five minutes straight without repeating himself. The trouble is that the guy who owns the parrot is a quiet, conservative type, and this bird's foul mouth is driving him crazy. One day, it gets to be too much, so the guy grabs the bird by the throat, shakes him really hard, and yells, "QUIT IT!" But this just makes the bird mad and he swears more than ever. Then the guy gets mad and says, "That's it. I'll get you." and locks the bird in a kitchen cabinet. This really aggravates the bird and he claws and scratches, and when the guy finally lets him out, the bird cuts loose with a stream of invective that would make a veteran sailor blush. At that point, the guy is so mad that he throws the bird into the freezer. For the first few seconds, there is a terrible din. The bird kicks and claws and thrashes. Then it suddenly goes very quiet. At first the guy just waits, but then he starts to think that the bird may be hurt. After a couple of minutes of silence, he's so worried that he opens up the freezer door. The bird calmly climbs onto the man's outstretched arm and says, "Awfully sorry about the trouble I gave you. I'll do my best to improve my vocabulary from now on." The man is astounded. He can't understand the transformation that has come over the parrot. Then the parrot says, "By the way, what did the chicken do?"

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Gallangowan. The climb was slow, long and first gear high range. Down hill was great fun and tested out the disc brakes on the caravan.

We linked up on Tuesday morning 10-30 with David Martin, Athol and friends from Subaru Club, Des Armitage SEQORRA, Peter Garbett and son, Barry Goodwin. We soon sorted the gear and the guys took of to set up the stages. This was achieved by about 2 pm.

We had stayed at Gallangowan setting up the service in and out controls etc. Peter Marshall meantime set up the radio base at Jimna and Gallangowan.

Drama was unfolding at Jimna as there was no trace of Dick Owen who was scheduled at 10am. By midday alarm bells were ringing. The gear had been left with the forestry office at Jimna. The P76 advance party turned up and took all the gear advised by the foresters, and headed into 10 mile. From Gallangowan we were about to send the search party when Pete at radio base contacted the P76 gang and found out that they had all the gear. So they were advised to take some back to the forestry

office. On arrival they contacted Ian Palmer who had turned up and found no equipment and was about to travel in search of. So all was well except where was Dick Owen.

All was in hand so we could relax the caterers were in the club the bar was open so a handy beer was well appreciated. Ian Gorski arrived and had fun driving round with his son. Others arrived and a very social evening ensued with many tall tales of exploits from the 1995 Round Australia being aired.

Early next morning, 3-30am to be precise we stirred the troops to man the stages as the "PlayStation" was only hours away. Many thought it had already been. Craig Lee on crawling out of his swag, could not find his boot. There were many accusations made about John Goasdue, who had already left for his road block. Sure enough John had hidden the boot up in the shadows of the rafters where they slept.

The event arrived on time and passed through in about 45 mins and so we commenced the shut down and clean up. Sterlings stage was opened, first car 6-03 am and closed down and cleaned up by 7-20am!

We closed it all down and cleaned up loaded up and travelled down to Jimna, picked up the gear from there in the two vehicles and trailers. Rod and I had it all back and put away leaving the club at 3-30pm.

Yes we had spectators. A group travelled up, camping overnight. They had picked up the location from the internet. I was surprised.

We had brief visits from Craig, Errol and Larry, a quick high from Jim Reddiex. They were all behind schedule so I guess they had a small lay in knowing that we would have everything ready for them.

A big thank you to all those who supported the PlayStation. It was a really relaxed affair. Yes it was fun to reminisce about 1995 and wonder whether we should have gone again. This year the time frame was too long for most of us more than 28 days against the 21 previously. But Marathons breed a special kind of people. To experience it you have to do it.



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SAFETY

Letter to the Editor

RE: The Memorandum from CAMS re CO poisoning in competitive vehicles.

My background is aviation. I am aware of a product known as 'Dead Stop' that is used in many single engine aircraft to detect the presence of CO. As you could imagine the presence of CO in the cockpit of an aircraft would be dangerous.

Now I know what you are thinking, *aviation = expensive*. Firstly let me explain the product.

This product is a simple card that is placed in the cockpit/cabin or where ever the presence of CO may be a problem. There is a small piece of coloured, chemical impregnated paper, that changes colour in the presence of a pre determined level of CO.

Price less than \$10.00 per card from the Pilot Shop at Archerfield, or at least that was the price I was quoted here in Canberra this week.

I would recommend that all competitive vehicles owners fit one of these in there cabin. It won't fix the problem, however it will make you aware there is a problem, and let you do something about it before it effects the occupants health.

Background to the product.

Single engine aircraft heaters work by directing ram forced air across the muffler box. This is done by encasing the muffler in another box/tube and directing ram air through the box, and then into the cabin. There is no simple way of

inspecting the muffler inside the heater box, and it's impossible during a pilots daily inspection. Combine CO poisoning with the effects of reduced oxygen at altitude and things are not looking good. You can't just pull over in a light aircraft either.

Because CO is odourless, colourless and tasteless, and it's high affinity with important components of our blood this produce is installed in single engine aircraft as a safety item. Pilots caught out a long way from a suitable aerodrome have an alternative. They can turning off the heat source and purge the cockpit with cold (sometimes very cold) air.

From: Stuart Ferguson
<Stuart.Ferguson@amsa.gov.au>

Scottish Rally, RAC & Circuit of Ireland Historic Rallies

J & R Rallysport

Hi everybody, you probably don't remember me, I'm Andrew Johnstone who left your sunny shores with his ex-works Datsun Stanza to show the Poms a thing or three plus also decent rally car. Well we left in August of '96 and didn't get the car converted to comply with the current rally rules in the UK until April of '97. Believe it or not, the cars, even for club competition, have to comply to the international spec. used in Rally Oz, with built-in foam extinguishers etc. Anyway I teamed up with an old friend of mine, David Reid (the R in J&R) who is a mechanic and a damned good navigator and who knows all the local forests.

The first Rally we entered was the Scot-

tish, and Ian Duck who ran our Oz rally team decided to come over to assist. The rally was a very steep learning curve, I've never used pace notes but have assisted Wayne Hoy in making them in Rally Queensland, so we decided to make our own. This was because we had declined the organisers offer of free notes when we entered. We reckoned we only needed them when we could not see round a bend. We noted 3/4 of the route on this basis and even got booked for speeding in our Landrover in doing so—ww went over 30 mph—much to the Landrover's amazement. We even found a stray dog and returned it to someone who knew the owner.

Some of you may know that I've only had two co-driver in 15 years rallying in Oz, in which case you can imagine the fun we had. I was not too sure what to make of the calls from someone who had never sat beside me. In fact it was not too bad, the fun only started when we started to use the (pace notes!!). They were a disaster, neither of us had ever used them in anger and they weren't even the organiser's. Have you ever tried to pick up notes on a particular stage when you can't remember what the criteria was for ceasing the last instruction? We even found two water towers within 300 metres of each other! To cut a long story short we ended up 13th Outright having been given a 15 starting number in the national category. It was a fairly pleasing start. One thing I really do like is the UK custom of using arrows on every corner, the angle of the arrow gives you the severity of the corner.

Next came the Historic section of the RAC. We were entered in the Classic section, which is for cars built between 1974 and the end of 1979. The RACMSA issue Historic Car Identity Documents which covers almost every part of the car, with colour photos of engine, suspension, etc. etc., and all changes to the car are documented. Anyway, unlike the Scottish, there were no pace notes and the route is driven blind. The atmosphere of the rally was great. Some of the cars involved were Lotus Cortinas, 7 litre Mustang!, Austin Healy 3000 (a genuine ex-works car) Saabs, and an

Austin A35, plus the usual gaggle of Fords, and only on Datsun...ours. At the first stage we went straight on into a bank (crumpled wing, bumper, and driving lights) we were however able to continue. The fault was totally mine, I had forgotten to alter the brake bias and most of the brakes were to the front, with that being sorted out we then managed to get a fastest time on the next stage, even beating the Porches. One eye opener was the mickey mouse stage at Cheltenham Race Course. I don't know if any of you saw it on TV on the RAC proper, but it was one of the tightest courses I've ever seen and swimming in mud the distance between the bales was the width of our car plus about 2 feet. Having said that, I've never seen so many spectators in my life.

The last two stages we did were tarmac and in the process of changing wheels we managed to get a major problem. The wheel studs on one side of the rear started turning and we couldn't get the wheel off nor could we tighten it. To make matters worse the rear wheel and the disc are both located by the studs and the net result was we had major brake problems due to brake shimmy, let alone the fact that the wheel could have fallen off at any moment. Anyway as I said we finished with an 8th outright and 3rd in class, with the Datsun almost in one piece. The main impression I'm left with of the rally was the fabulous sound of hearing all the cars under full throttle in the forest sounding like what real cars should sound like!! Not spitting and farting like the new ones do.

Finally to the Historic Circuit of Ireland, again in the classic section. This was the rally we were really looking forward to as it has 300 miles of tarmac special stages in a total distance of approx. 1000 miles over four days. It starts just outside Belfast goes north then south to Dublin then returns to Belfast on the last day. A recce is allowed but we didn't have the time or money to do it, we decided to use the numbered pace notes before we decided to start cautiously and take it from there. It proved to be the correct thing to do. On the first stage the first car we came across was the seven litre mus-

tang on its side having demolished the entire side of a granite stone bridge, the crew were OK. The roads on that first day were fabulous, extremely fast with a mixture of fast wide and narrow with high banks. The organisers were forced to use silage bales as chicanes to slow the average speeds down or a lot of cars would have cleaned them. We even had rain, hail and snow on that first day just to spice things up. To make things even better the organisers were supplying free Guinness at the end of the day.

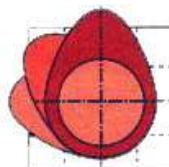
Day 2. Travelling from Belfast to Dublin with approx. 8 stages. The average length of the stages for the rally was between 6-10 miles, there was only one of 18 and that was reserved for the last day. The roads were completely different especially when we got into Southern Ireland where the roads reminded me of some of the roads around Casino, full of potholes, cow muck and polished asphalt. We even found a farmer taking milk to the local butter factory, the only problem was the wheels and the shaft of the cart were all bent and the whole contraption was wobbling from side to side at a great rate of knots, I think when he got there it would already have been butter. By now we were getting to the stage that I was willing to launch the car at corners that looked suicidal and hope David was on the right page of the notes. There was on jump that left us about six feet up in the air and when we landed we were a bit sideways with a square right about 200 yards up the road, I'll leave it to your imagination as to the fun we had negotiating that bend. Suffice to say that when we took off we were doing approx. 130 kph! It was a main

road onto a side road. Other bits were so narrow that even if one lost control of the car it didn't matter as the banks kept one straight. We even managed a fastest time on one of them.

Day 3 & 4 were more of the same, we managed to claw our way up to 5th outright before we went off the road on a downhill left and had to be helped back by spectators. We dropped three minutes. Later we did a six mile stage on the wrong notes and lost a further minute and had fuel starvation on another one and were lucky to get to the end of the stage. At the finish we found that we had ended up 11th outright and first in class. The car that won it was a Lotus Elan, he was 10 minutes in front of anyone else. A Porsche was second, the only one left, all the rest had crashed. I think an Escort BDA was third.

That's all the news for now. The next one is the Scottish on 5th-6th June. Back to the forests.

Hope this finds everyone well...
All the best.



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GARLAND FOR GARLAND

by Peter Garbett

Sunday 27 September, Bruce Garland and co-driver Harry Suzuki drove into Adelaide - victors in the PlayStation Rally - Round Australia '98 in their modified Holden Jackaroo. Motorsport icon Peter Brock and Wayne Webster pulled their Jackaroo up behind Garland in a fine second place after a rally which saw them lose time, first while bogged for a lengthy period in the country's west, and again yesterday when the Jackaroo rolled.

The drive of the rally must surely be that of Robert Gambino and David Lowe in their 1974 Datsun 180B SSS which climbed through the field particularly in the latter half of the event outperforming their rivals and seizing the advantage when others encountered problems.

Joy Ridge enjoys the distinction of being the first lady home in the PlayStation Rally as a result of the consistent effort put in with husband Warren in their 1993 Mitsubishi Pajero. Congratulations Joy from Del Garbett Rally Sport.

Commiserations to those for whom it might have been - Graeme Wise and Linda Long missed out on a top three place after striking sump problems in their Holden VS Ute, Keith Callinan and Paul Couper in the ex-Brock Commodore had a great run in the top half dozen come to an end when an encounter with an anthill began their run of bad luck, Michael Guest/Jason Walk/Paul Pyyvaara went from leaders early in



Del Garbett beside the Toyota RAV4

Photo: Paul Pyyvaara

the Subaru WRX to a finish in the mid thirties, and Ross Nicastri/Steven Green who in their Jackaroo assumed the lead for several days before engine problems forced their withdrawal.

Del Garbett reported by telephone from the finish in Adelaide that Bruce Garland was immediately in celebratory mood "running amuck with fireworks" in the tradition of 'Gelignite Jack' in the early Round Australia events.

Finally, congratulations to all who completed the torturous event.

Results at End of Leg 22 (Adelaide)

- 1st Bruce Garland/Harry Suzuki/Holden Jackaroo
- 2nd Peter Brock/Wayne Webster/Holden Jackaroo
- 3rd David Lowe/Robert Gambino/Datsun 180B SSS
- 4th Warren Ridge/Joy Ridge/Mitsubishi Pajero
- 5th Reg Owen/Russell Cairns/Nissan Patrol
- 6th Ron Pedder/Scott Pedder/Holden VS Ute
- 7th Kevin Edwards/Martin Reeves/Ford Falcon XR6
- 8th Mark Griffith/Del Garbett/Toyota RAV4
- 9th Colin Hunter/Guy Basile/Jeep Grand Cherokee
- 10th Steve Cornwall/Stewart Cornwall/Ford Explorer

And Just The Ladies

- 4th Joy Ridge (co-driving Warren Ridge/Mitsubishi Pajero)
- 8th Del Garbett (co-driving Mark Griffith/Toyota RAV4)
- 22nd Shirley Hawkins (co-driving Neville Hawkins/Toyota Land Cruiser)
- 28th Linda Long (co-driving Graeme Wise/Holden VS Ute)
- 32nd Kim Reynolds (co-driving Humphrey Enter/Triumph Mk 1)
- 33rd Jane Oliver (co-driving Peter George/Datsun P510)
- DNF Val Swan (co-driving Ian Swan/Ford Explorer)
- DNF Lee Anne Griffin (co-driving Peter Kimpton/Ford Falcon GT)

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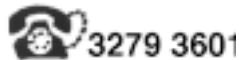
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Millmerran Classic

by Rod Sams



Terry Rose finished 2nd Outright and 2nd in Class

The Millmerran Auto Club lined up for their second major event in two weeks with the running of the Millmerran Classic over the weekend of the 19th – 20th of September. The weekend previous they had ran the very successful inaugural Pittsworth Sprints.

The Classic was the fourth and final round of the 1998 Queensland Offroad Shortcourse Series. Twenty six competitors made the trip to the Reserve Raceway to show their skill. This included three crews who made the trip from Warialda. Terry Rose look set to give the Class One competitors a run for their money while Derek Rose and Wayne Reading brought along their Class 5 cars.

The track was still wet from the earlier rains (most of the track had been under water the previous weekend) and last years course had to be re-routed in a number of areas. Despite the wet conditions dust was to be a problem over the weekend.

On Saturday each competitor had a practice run and a couple of timed laps which were used to determine the starting grid for the next day. It soon became evident that the battle would be on between Lawrence Svenson (144) and Rose (111) on Sunday. They would be kept honest by Chris Hutton (110) and last years winner Bruce Chapman (235). Robbie Butler (870) was also showing good form in the Toyota.

After a pleasant evening of socialising everyone (well almost everyone) was up bright and early on

Sunday morning. Following a hearty breakfast provide by the Auto Club's catering corp it was time to get the action underway.

As expected the racing was very close and competitive keeping the spectators on the edge of their seats. Heat One Saw Svenson take a 3 second lead over Rose while Chapman led Tony Parker (253) and Troy Crane (244) in Class 2. Brad Cooper (304) led the Class 3 brigade from Chris Burns (310A) and Kerilyn Nicoll (304A). Class 5 had 5 entries with Tim Unsted (558) showing good form in the Falcon from Jim Kelly (537) and Greg Green (522). The Kelly gang had travelled from Gympie and had set up one of the biggest camp sites I have seen at an offroad meeting.

In Class 6 John Wager (601), Andrew Manning (617) and Randall Kilner (617A) were locked in a close contest. Wayne Schulz was the only entry in Class 7 but put on a good display in the Suzuki.

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Butler was kept honest in Class 8 by David Jameson (846). Tony "Flipper" McNicol (939) has the Class to himself.

Each competitor had to complete 4 heats for the day. Most managed this without too much drama. Troy Crane who had set some very fast times did not complete Heat 3 because of accelerator cable problems. Wayne Reading had a bad run with problems in three heats however he said he still had a great time. I guess that what it is really all about. Tony McNicol follow up his feat at Gatton with another roll over in Heat 3. Fortunately there was little damage to the car or driver.

Svenson won the day by the narrowest of margins



Robbie Butler finished 6th Outright and 1st in Class

from Rose. Less than a second after 4 heats. That is close racing. Results are on the next page.

In all a very enjoyable event which reminded me of some of the events of years gone by where people had a good time irrespective of where they finished.

MILLMERRAN CLASSIC

19/20 September 1998

Car No	COMPETITOR	HEAT 1	HEAT 2	HEAT 3	HEAT 4	Total Time	Heats	Class	Outright
144	Laurence Svenson	3.44.90	3.41.20	3.47.00	3.49.55	15.02.65	4	1	1
111	Terry Rose	3.47.56	3.42.99	3.45.06	3.47.59	15.03.20	4	2	2
110	Chris Hutton	4.17.62	3.58.33	3.55.33	4.02.20	16.13.48	4	3	5
110A	A Van Hanaghem	5.01.61	4.19.66	4.14.60	4.12.90	17.48.77	4	4	18
235	Bruce Chapman	3.53.85	3.48.41	3.51.00	4.05.40	15.38.66	4	1	3
253	Tony Parker	3.58.28	3.54.33	4.07.30	4.00.41	16.00.32	4	2	4
238	Jim Dwyer	4.20.30	4.19.50	4.14.26	4.16.07	17.10.13	4	3	12
295	Mark Andrew	4.14.14	4.18.71	4.13.27	4.25.23	17.11.35	4	4	13
244	Troy Crane	3.58.67	4.01.11	3.51.83	DNF	10.51.83	3	5	22
304	Brad Cooper	4.10.89	4.11.16	4.05.23	4.07.78	16.35.06	4	1	8
304A	Kerilyn Nicoll	4.31.89	4.22.49	4.18.61	4.19.87	17.32.86	4	2	16
386	Andrew McKay	4.34.34	4.34.68	5.06.21	4.33.58	18.48.81	4	3	19
310A	Kim Burns	5.19.13	5.00.77	4.52.04	4.58.38	20.10.32	4	4	21
310	Chris Burns	4.26.06	4.19.95	DNF	4.18.55	13.04.56	3	5	24
558	Tim Unsted	4.18.07	4.11.85	4.12.47	4.11.29	16.53.68	4	1	10
522	Greg Green	4.27.25	4.19.54	4.18.70	4.20.24	17.25.73	4	2	14
599	Derek Rose	4.46.48	4.34.50	4.31.73	4.56.48	18.49.19	4	3	20
537	Jim Kelly	4.24.24	4.20.73	DNF	4.32.27	13.17.24	3	4	25
554	Wayne Reading	4.43.24	DNF	DNF	DNF	4.43.24	1	5	26
601	John Wager	4.10.70	4.06.55	4.05.30	4.17.68	16.40.23	4	1	9
617	Andrew Manning	4.16.43	4.15.42	4.13.13	4.21.57	17.06.55	4	2	11
617	Randall Kilner	4.20.50	4.26.17	4.17.40	4.24.36	17.28.43	4	3	15
710	Wayne Schulz	4.24.77	4.28.71	4.23.74	4.25.19	17.42.41	4	1	17
870	Robert Butler	4.09.44	4.03.42	4.07.23	4.00.19	16.20.28	4	1	6
846	David Jameson	4.17.33	4.04.66	4.04.49	4.05.39	16.31.87	4	2	7
939	Tony McNicol	4.03.50	4.07.94	DNF	4.11.88	12.23.32	3	1	23