

# BRISPORT

THE NEWSLETTER OF THE  
BRISBANE SPORTING CAR CLUB.

REID STREET, WOOLLOONGABBA. PHONE 3391 8881.



November 1998 Newsletter

## 1998 BAILEY POWERLINES RALLY

by Peter Garbett

The 1998 Bailey Powerlines Rally was a sweet victory for Bruce Dummett and Tom Smith who drove their Evolution III Lancer to a 25 second win over the similar car of Steven Shephard/Dominic Corkeron. Shephard was in his father George's car having recently sold his Evo II. Dummett's win was overdue - his run of luck this year having been somewhat cruel. Rounding out the top three was the ever improving Andrew Theo and Robert Tindal in the ex-Wayne Hoy Lancer.

Australian Rally Championship competitor Jo Cadman made the trek north for this event with her recently acquired Galant VR4 and was accompanied by local Australian Class P1 Champion co-driver Donna Kilbride. Not only did the

team record consistently competitive times but they came away with sixth outright and collected the Del Garbett Rally Sport Ladies Award into the bargain.

Clerk of Course Peter Garbett was impressed with the 61 car entry (59 of which were able to face the start!) and regards the size of the field largely as a reflection on the reputation built by this event over the years.

The Bailey Powerlines Rally enjoyed the results of several avenues of pre-event promotion. In fact, Glen Duthie's co-driver Ron Peters was successful in encouraging two local television stations to the forest on the day. Congratulations Ron, and to the subsequent effort in the rally which netted a fine 8th

outright for the Duthie/Peters Isuzu Gemini.

A round of both the GP Cars Clubman Series and the Bridgestone Gemini Challenge the rally was hotly contested by large numbers of participants in both series. Steven Shephard placed highest in the clubman driver category while Robert Tindal dominated the clubman co-drivers. In the Bridgestone Gemini Challenge the efforts of Graham Brown and Rodney Haack were sufficient to secure them a 20 second win over Jamie Macfarlane/Pauline Shaw.

A number of cars succumbed to creek crossings on the day putting paid to their true potential and

*Continued Page 7*

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# THE CLUB CAPTAIN'S CORNER

BY PETER BAKER

Well with a big year of rallying behind us and a even bigger 1999 planned its time to take a look at what we have achieved and what we will achieve next year.

The big one that is left this year is the Craig Porter run Keema Rally to be run on the 28th November in the great Gallangowan Forestry Area. Craig and his team have put together another great event and I would encourage you to give your support to Craig by supplying your time to help out by doing a roadblock of Control officials job on the day.

The rally is the last round of the Queensland Rally Championship, the final round of the G P Cars Clubman Series.

It is also the final round of the Bridgestone Gemini Challenge Series and this will be worth watching, anyone of five drivers can win the series and it should be a great contest.

We have also just completed the Bailey Powerlines rally and what a top rally. The weather was kind to us on the Saturday but started to rain on the Sunday as we were doing the final clean up. The rally was a winner all over and Peter Garbett and his team must be given a huge pat on the back for the time and effort that they put in before and after the event. Looking forward to next years event already.

The K C F Rallysport Rallysprint Series

has been run and won and a full report on the Series should be in this issue. The Series was a great success and the average of 35 starters per event must be a plus and I understand that Keith Fackrell from K C F will sponsor a three round Series during 1999. Keith has been a great supporter of rallying over many years and I thank him for his support. Chris Corbee has agreed to be the series Co-ordinator for the series in 1999 and he will do a great job. I was presented with a award at the Baileys presentation night for my efforts in rallying over the past couple of years and I said that there were other people who should be given an award like this and Chris Corbee should be one of these people. Chris helped out on all rounds of the series

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### CLUBROOMS:

The clubrooms of BRISBANE SPORTING CAR CLUB LIMITED are located at UNIT 4, 16-36 NILE STREET, WOOLLOONGABBA and are open EVERY WEDNESDAY night from 8.00pm onwards.

### CONTACT DETAILS:

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

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## BSCC Board - contact list

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this year, providing his rally car as a Zero Car in both the first and third rounds and did the Clerk of Course job for the second round and Chris to you and Karen a big thank you.

Rally Queensland was one of the Club's big events for the and was a wonderful success and all thanks must go to Errol Bailey and the team for this great event.

The Cooloola Classic run by Brian Everett and the team ran a tough event in the Gympie Area. I remember this event very well after breaking two ribs when the Digga Mazda driven by Alan Clunes left the road and hit the trees. This has not been a good event for me the year before that Wes Depper and I rolled the Mazda 323 4WD on stage two must be something about Mazdas about Gympie. I understand that Brian will be doing the Clerk of Course job again so good luck to you and many thanks.

The other big event that we had to put up with was having to get out of our home of 25years and move to our new location. We are hoping that a new home can be found soon and we can then put out plains in pace to make the Brisbane Sporting Car club the number one Club in Queensland but to saw that we will be the number one Club in Australia. Gee wouldn't it be nice to see Rally Aus-

tralia come to Queensland.

**NEXT YEAR**

Well 1999 will be another year of more work and more fun arranging events.

We will again be running Rally Queensland on the weekend of the 5th - 6th June and I believe the H Q will again be the Oasis Resort in Caloundra.

I believe that Errol will be starting committee meetings very soon so please give this event your total support. The event will be a round of the ARC Super Series and a round of the QRC.

We will also be running two other rounds of the QRC and that will be The Cooloola Classic run around Gympie on the 13-14th March and the Clerk of Course will be Brian Everett. The other round will be the Keema Classic run on the 4-5th December and we will need a Clerk Of Course for that one.

Both of these events will also form rounds of the G P Cars Clubman Series and Keema will also be a round of the Bridgestone Gemini Challenge

We will again be running our stand alone G P Cars Clubman Series and this is of course the great Bailey Powerlines Rally which will be run in the Great

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Township of Imbil on Saturday the 9th October this will also be a round of the Gemini Challenge.

Well last but by no means lease we will be running the K C F Rallysport Rallysprint over three round with the first round being the 27th of February, followed by round two 19th June and the final round on the 14th August

All these events will be run on Saturdays and Chris has some interesting Courses already mapped out. The base for all these events will be the same as for the last two round as this year.

We will also be planning Night runs, off road events, table top events and one or two Historic runs so all in all a big year in 1999. Please give us your time and help and make it a even bigger year than 1998.

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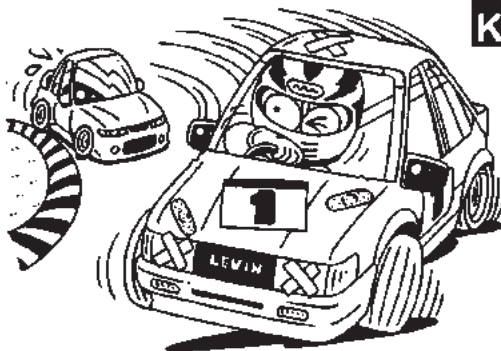
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# The Club

by Tom Smith

The club's faithful editor-in-chief has hopefully kept me on her circulation list for Brisport since I threw together an article following the ARC round based in Caloundra earlier this year. Each month, as the message appears on my e-mail, I think "I'm gonna have to do something about that!"

The official closure of the club rooms at Reid Street after 43 or so years, together with the reports from many other long-standing club members that I was missed on the last club night at the old premises, prompted me to put pen to paper once more. My excuse, and it is entirely genuine was that I was home alone with my two girls, one of whom was not 100%. A trip out to the club was not on the agenda.

Whilst not being considered one of the true 'old boys' like Peter Marshall and Peter Whalley, I can lay claim to an association with the BSCC going back to about 1978 and that's 20 years in itself.

As a youngster and newcomer to the sport (and yet already well on the way to being addicted) I occasionally popped into the legendary clubrooms of the BSCC with my brother to see just what it was like. The wall mural of the Escort rally car and off-road buggy were there in all their glory and there they were - the heroes of an era, all sitting around playing the card game 500. "Well," thought I. "What am I getting myself into? I hope this isn't their idea of fun!!"

Needless to say the 500 tables were just a phase, a bit like temporary insanity I suppose, and by the time I became a regular some years later there was no sign of the gamblers of old.

I actually made the move to BSCC from another old, and well-respected Brisbane club - the Queensland Light Car Club where I had graduated to the

positions of magazine editor and President within a short period of membership. I guess primarily because I breathed regularly and often turned up to meetings.

Shortly after I decided that the BSCC was the place to be, a few others followed me over and we had the nucleus of a regular Wednesday night social gathering. Along with myself were Greg Tebble, Kev 'The Dog' Lingard, Matt Simpson, and a few new friends like Pete Johnson, Brett Wright, Richard Anderson, Kerry Payne, and Ron Burns, Ian Bremner, John Goasdoue and Ken Warren to name a few. Eventually other new regulars appeared and one of my claims to fame is that I met Alan Bates on his first night, told him how great it was and encouraged him to come back soon. It's now history that AB did in fact come back, on several occasions commuting to Brissy from the north coast. He eventually became a leading light in the club, giving his all in the presidency for three years and becoming a close friend to boot.

In those days we would hang around the bar telling stories till about midnight, leave and drive down to that place on Ipswich Road where they sold hamburgers and cappuccinos ( I cannot remember the name - must be Alheimers. No, no the cafe was not called 'Al's Heimers'!!!!) Eventually, when the popularity wore off, and we realised most of us lived on the northside we (I) discovered 'Pizza Napoli' at Alderley. Never let it be said they didn't make the best pizzas!! Eventually that back-up meeting place faded out, maybe when we realised we were getting a bit older and tired-er at that time of night - but there was always a rally

story or three to come out.

Over the years I have been a committee member, magazine editor, won a couple of club championships and been a general representative of the club on a Wednesday night when new bodies have walked in the door.

My proudest moment was the AGM a couple of years ago when I was presented with a Life Member pin at the clubrooms. What more needs to be said??! Some of my favourite times were spent at that old church hall at the corner of Reid and Hawthorne Streets and I spoke to Esme so many times over the years, I can't forget the phone number even if I wanted to!!

With a family and differing work commitments my attendance waned in the last few years, but the place is not going to be forgotten.

When the club re-establishes it's new premises I'll be there. I may not be there every week but I'll still be part of the club, and that's what is important in each and every member.

It's a place to grow up in, a place to party in, but never a place to be thrown out of.

I'm happy to say the Brisbane Sporting Car Club is a part of my life.

*Tom writes for Australian Rallysport News. You can contribute to his column by contacting him on 07) 3862 9363.*

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## 1999 RALLY CALENDAR - OFFICIAL

Well it looks like we may have a Calendar for next year. Tony Best must not have a lot to do and he has come up with a good Calendar. Rally panel has made a few changes and this is almost as official as we are going to get.

### ARC EVENTS

10-11 Apr Coffs Harbour  
7-9 May Rally Canberra  
5-6 Jun Rally Queensland  
26-27 Jun Forest Rally (WA)  
14-15 Aug Rally Melbourne  
18-19 Sep Safari Tasmania  
5-7 Nov Rally Australia  
*The ARC Super Series will consist of Rounds 1,3,4,5, and 6*

### QRC ROUNDS

13 Mar Cooloola  
5-6 Jun Rally Queensland  
24-25 Jul Townsville  
4 Dec Keema

### CLUBMAN SERIES

13 Mar Cooloola  
24 Apr Mobi Vic's  
15-16 May Gladstone  
24-25 Jul Townsville  
11 Sep Rockhampton

9 Oct Bailey Powerlines  
31 Oct Northern Districts  
4 Dec Keema  
*For the first time ever we could have a Queensland wide series.*

### GEMINI SERIES

24 Apr Mobi Vic's  
15-16 May Gladstone  
11 Sep Rockhampton  
9 Oct Bailey Powerlines  
31 Oct Northern Districts  
4 Dec Keema

### ARN JNR CHALLENGE

13 Mar Cooloola  
24 Apr Mobi Vic's  
15-16 May Gladstone  
24-25 Jul Townsville

### RALLYSPRINTS

30 Jan Whitsundays *possible*  
13-14 Feb Harvey Bay  
27 Feb KCF Round 1  
17-18 Apr Townsville  
12-13 Jun Harvey Bay  
19 Jun KCF Round 2  
14 Aug KCF Round 3

### CLUB RALLIES

20-21 Feb Gladstone  
27-28 Mar Rockhampton  
29-30 May Rockhampton  
4-5 Sep Townsville  
2-3 Oct Gladstone

## Stuff for Sale!

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**ELECTRICALS**

some experienced other difficulties that shuffled them down the results list to further than they were accustomed. Of the latter, Wayne Johnstone/John Hayden/Datsun 1600 lost out on what was potentially a 7th outright place while Peter Kahler/Paul Young/Gemini missed out on a top three amongst the Geminis.

SS1 "New Traverse 1" was 14.18 kms of just about everything which Shepherd grasped with both hands to record 11.17. Seven seconds in arrears lay Dummett who was in turn 8 in front of Theo's Lancer. Fresh? from the PlayStation Rally Paul Pyyvaara drove his Datsun 260Z with Stephen Tonna to a time just 13 seconds behind in 4th while 1996 Queensland Champion John Spencer with Hugh Reardon-Smith as usual followed closely in his ex-Wayne Johnstone Datsun.

Service back at the Imbil Island Camping Area Rally Headquarters followed prior to the 11.99 klm SS2 "Mitch Branch". Dummett pulled back 10 seconds on Shepherd and gained the lead. Spencer, Theo, Pyyvaara, Cadman and Duthie were separated by just seconds.

A tricky turn right over a brow caused many an overshoot on the 12.93 klm SS3 "Borumba New" but Dummett was untroubled - his break over the rest increased greatly with his posting of 9.29 as opposed to the next best (9.52) shared by Theo and Spencer. Shepherd was a second behind while the Datsuns of Pyyvaara and Johnstone recorded the best of the rest.

SS4 "Casey's Drive" was to Shepherd's liking. The clock stopped at 11.14 for Steven on the 15.09 klm stage. Thirteen seconds behind lay Theo who was a mere 2 faster than Pyyvaara's Z-car. A further 2 back was Spencer, then 3 more to Dummett and Cadman tied on 11.34

SS5 was the infamous "Breakneck" 7.85 klm which suited the Lancers of Shepherd and Dummett. They were separated by 3 seconds but the amazing Spencer was able to equal the latter's time with the 1600. Theo and Pyyvaara also equalled - 7 seconds back. The Honda Civic of Adrian Bukmanis/John Ahern and the Mazda Familia of Wes Depper/John Rogers were a second apart and not far in front of

a tied Cadman and Glenn Brinkman/Del Garbett/Nissan Micra.

SS6 "New Traverse 2" was a re-run of SS1 and Dummett punted the Lancer through 33 seconds quicker than his earlier effort to beat Spencer by 18 seconds. The '96 Champ had shaved 38 seconds from his first run through. Shepherd and Theo were next and both marginally faster than their SS1 times. Cadman however, bettered her SS1 effort by 40 seconds to record 5th on this the final stage.

Provisional Results: 1998 Bailey Powerlines Rally

**Round 4 GP Cars Clubman Series  
Round 4 Bridgestone Gemini Challenge**

1st	B Dummett/T Smith/Evo III	0.58.13
2nd	S Shepherd/D Corkeron/Evo III	0.58.38
3rd	A Theo/R Tindal/Lancer	0.59.29
4th	J Spencer/H Reardon-Smith/1600	0.59.37
5th	P Pyyvaara/S Tonna/260Z	1.00.18
6th	J Cadman/D Kilbride/Galant VR4	1.01.04
7th	A Bukmanis/J Ahern/Civic	1.01.53
8th	G Duthie/R Peters/Gemini	1.02.29
9th	W Depper/J Rogers/Familia	1.02.40
10th	G Brinkman/D Garbett/Micra	1.03.06



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# BSCC COMING EVENTS

To submit articles, please contact Esme on 3391 8881

## 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).*

## KEEMA CLASSIC 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

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# BSCC COMING EVENTS

To submit articles, please contact Esme on 3391 8881

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.

**OFFICIALS ARE NEEDED!! IF YOU ARE GOING UP FOR A LOOK, HOW ABOUT GETTING YOUR OWN, PRIVATE SPECTATOR POINT (ROAD BLOCK)!!!!**

## 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.*

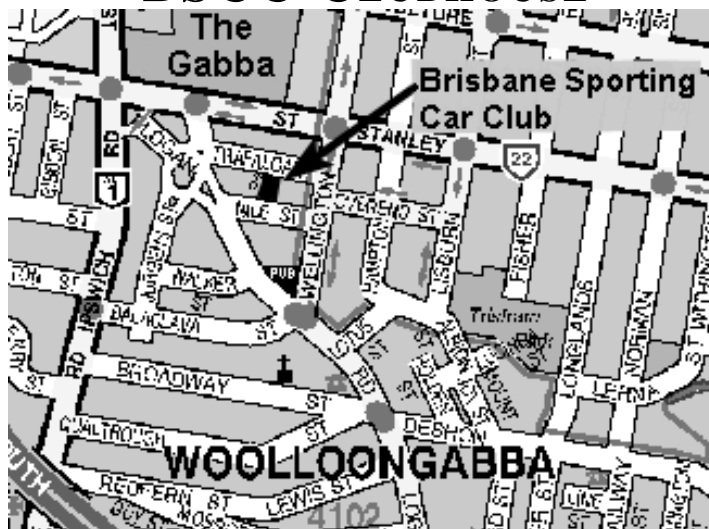
## LAST CLUB NIGHT FOR 1998 WEDNESDAY 9 DECEMBER

The Clubrooms will be open on Wednesday 9 December and then will be closed for the Christmas/New Year break. This is a good opportunity for members to get together and wish each other a happy Christmas and make plans for 1999.

## FIRST CLUB NIGHT FOR 1999 WEDNESDAY 16 JANUARY

The Clubrooms will re-open for the New Year on Wednesday 16 January. Club Officials will be available on the night (and on the next couple of following Wednesday nights) to collect Membership fees and sign CAMS Licence applications.

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# THE KCF RALLYSPORT RALLYSPRINT SERIES

by Peter Baker

One of the best run Series I have run in were the comments from some of the drivers that ran the whole series. The series was sponsored by Keith Fackrell and Keith has already said that he will be sponsoring the series next year.

The series took a lot of time to produce and the people who should be thanked are Chris Corbee, Karen Soxsmith, Peter Garbett, Ben Watkins, Alan Clunes Esme Gibson, John Hayden and the members of the Queensland Scrutineering Team headed by Alan Staib. We also need to thank all the people who did Controls and Roadblocks to all these people we say thankyou for your help and support.

The people that we need to say a big thankyou to is the crews who ran in the events. We had an average of 39 entries and we had 15 crews who ran in all three events and I know that we will achieve even bigger fields next year.

The first round of the series was run out of the Beerburrum Motel and this was a great venue for a H Q the round was run over two stages one in the Rose Area and the other in the Caves Road area. The Rally was run on March 1st and the roads were fast and open but with Cave Road giving some crews some in-

teresting moments. The outright win of this round was Bruce Fullerton And Rob Reddiex in their Lancer followed by Andrew Theo and Robert Tindal in the Pulsar GTIR. Class winners were R1 Glen Brinkman and Greg Tebbie, R2 Lisa Thompson and Bruce Mills R3 Wayne Johnston and Gray Briggs R4 Bill Wilson and Peter Lettice and R5 Bruce Fullerton and Rob Reddiex.

Round two was run from the

came the sum and it saved the last run. The winners of the event were Andrew Theo and Rob Tindal in their ex Wayne Hoy Lancer and they were running the car for the first time. They were followed by Jason Walk and Steve Orlando who were giving the Subaru Impreza WRX a shake down before the Round Australia Trial and in third place was Steve Wall and Mick Bruce in another WRX. Class winners were R1 Glen Brinkman and Clay Badenoch in that Great Nissan Micra, R2 Henry Ryman and Rod Biggar in the Baleno, R3 Wayne Johnston and Garry Briggs in the Datsun 1600 R4 Mark Taylor and Robyn Ernst in the RX7 and R5 went to Andrew Theo and Robert Tindal.

The third and final round was again run from the Elimbah Sports Reserve but this time we ran into the night. The problems started right away with the dust playing all hell. The first stage was again run in the Twins Area with stage two being run in the old BIG BALLS Area.

Both stages were again fast and open but that thing called dust was a hugh problem. Alan Clunes who was the Clerk of Course was having all problems and made the decision to call off the last stage and increase the gap to two minutes. If

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the gap was increased to two minutes and the last stage was run then we may have finished by midnight. The cars were placed into Parc Ferme and the presentation took place after the fireworks put on by Chris Corbee.

First outright was Wayne Johnston and John Harden in the Datsun 1600 followed by the ever improving Wes Depper and John Rogers in the Mazda 323 4wd third was Alan Jones and Lance Jones in the Laser TX3 4wd. The class placings were R1 Glen Brinkman and Clay Badenoch in the Micra, R2 Rex Ford and Kevin Grevell in the Datsun 1600, R3 Wayne Johnston and John Hayden in the Datsun 1600, R4 Paul Williamson and Stephen Christensen in the 200B SSS and R5 Wes Depper and John Rogers in the Mazda 323 4wd. The hard luck story of the event was the John Spenser/Steven Kelly Datsun that ran out of fuel on the transport of the way back to H Q but that's rallying.

Well the series was over and we are looking forward to the series in 1999. Chris Corbee will be the series leader and I know he will be looking for Clerks of Course for next years series. If there is anybody interested in learning to be Clerks of Courses then these are the events to cut your teeth on. They are simple events to run and Chris will give you all the help you require, so please help share the load and give us your help.

### FINAL POINT SCORE FOR THE 1998 SERIES TOP FIVE IN EACH CLASS

<u>R1</u>	Glenn Brinkman	45
	Michelle Gatton	24
	Hans Spits	15
	Ferris Lee	10
	Kingsley Smith	10
<u>R2</u>	Henry Ryman	39
	Rex Ford	33
	David Ovenden	20
	Lisa Thompson	15
	Stephen Pocock	12
<u>R3</u>	Wayne Johnston	35
	Steven Copping	29
	Russell Hewitt	16
	Tony Arbon	13
	Jason Walk	12
<u>R4</u>	Mark Taylor	27
	Craig Mole	20
	Bill Wilson	15
	Paul Williamson	15
	Paul Andrews	12
<u>R5</u>	Andrew Theo	37
	Wes Depper	23
	Bruce Fullerton	15
	Jason Walk	12
	Alan Jones	12
	Steve Wall	10

### NEXT YEARS EVENTS

- Round 1 February 27<sup>th</sup>
- Round 2 June 19<sup>th</sup>
- Round 3 August 14<sup>th</sup>



Photos courtesy of Neil Hamey. Neil has more photos from Round 3 of the KCF Rallysport Rallysprint for sale. Contact Neil on (07) 3892 2189 (a/h) or e-mail him at nbh@qld.mim.com.au.

## Motorshow Classic

February 1999 will see the third running of the Motorshow classic by the BSCC.

The event is still evolving and this next event will have classes for almost any vehicle with two, three or four wheels. Any age and style. The courses will be different lengths for certain classes. We are making it easy for people to enter this fun event.

**THIS IS A VERY IMPORTANT EVENT FOR THE CLUB IN SEVERAL WAYS:** It creates Image, Public awareness, income and attracts new members.

**IMMEDIATELY** we need assistance from club members to fulfil roles in course setting, operation of controls (both main and passage), monitoring special tests, scoring, event secretary etc. If you have a computer with scanner you can help with the road books.

**THIS EVENT IS VERY SOCIAL.** It also has a very LOW PRESSURE profile.

***Please volunteer to help now, There are free entry tickets to the 1999 Motorshow to those who do!!***

Please contact Patrick Hetherman on 33511439 or Esme at the club.

# MORE CARDS

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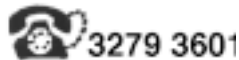
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# CLUB CHAMPIONSHIP

The Pointscores for the 1998 BSCC Rally Championship and Historic Championship are included in this issue of "Brisport".

The Rally Championship includes all events up to the Bailey Powerlines Rally with only the Keema Rally left to complete the year (the Keema QRC Rally and the Keema Clubman Rally will be scored as two separate events in the same way as the Cooloola Rally was scored).

At present the Rally Championship is extremely close, with only two points separating the top nine placegetters so the Keema Rally should see a real battle for the Club Championship as well as for the QRC (which is also quite close).

As the Parts & Services Weekend Classic (which was to have been the final round of the Historic Championship) has been cancelled, the final Historic Pointscores are the same as printed in the September issue of "Brisport", and congratulations must go to **Dick Owen** who is the winner of the Historic Championship.

The method of scoring for the Club Championships was explained in the August issue of "Brisport" (still available as a downloadable PDF file at [www.powerup.com.au/~karensox/brisport/back\\_iss.htm](http://www.powerup.com.au/~karensox/brisport/back_iss.htm)).

Competitors are asked to check their scores and to please advise the Club Registrar Tony Best on (07) 3371 0367 (home) if they think that there are any errors in the scoring.

## 1998 BSCC Historic Championship

	Motor Show 7 Feb	No Labour 3 May	Total Points	Place	Club C'ship Points	Ladies C'ship Points
Dick Owen	11	11	22	1	11	
Jim Haines	5	10	15	=2	10	
Jeff Sattler	5	10	15	=2	10	
John Scowen	3	9	12	4	8	
Claire Swallow	11	-	11	5	7	11
Tony Best	10	-	10	=6	6	
Chris Michel	10	-	10	=6	6	
Peter Whalley	10	-	10	=6	6	
Peter Smith	8	-	8	=9	3	
Tricia Smith	8	-	8	=9	3	10
Dick Groves	7	-	7	11	1	
Ian Walker	6	-	6	=12	1	
Hugh Walker	6	-	6	=12	1	
Laraine Ganderton	4	-	4	=14	1	9
Peter Ganderton	4	-	4	=14	1	

## 1998 BSCC Rally Championship

	Cooloola Clubman 7 March	Cooloola QRC 7 March	Falken Tyres Heat 1 23 May	Falken Tyres Heat 2 24 May	Bailey Powerlines 24 October	Progress Total Points
Bruce Dummett	-	4	9	-	11	24
Tom Smith	-	4	9	-	11	24
Bruce Fullerton	-	11	6	6	-	23
Rob Reddiex	-	11	6	6	-	23
Alan Bates	-	-	11	11	-	22
Richard Galley	10	7	-	4	1	22
John Goasdoue	-	-	11	11	-	22
Tim Kay	10	7	-	4	1	22
Stephen Shepheard	-	-	5	7	10	22
Tony Best	-	-	8	10	1	19
Stephen Christensen	11	8	-	-	-	19
Iain Stewart	-	-	10	9	-	19
Terry Scott	-	10	-	8	-	18
Donna Kilbride	-	9	-	1	7	17
Glen Duthie	-	3	1	3	5	12
Michael Johnson	-	-	5	7	-	12
Ron Peters	-	3	3	1	5	12
John Ahern	2	-	1	2	6	11
Randall Bryson	4	5	1	1	-	11
Russell Bryson	4	5	1	1	-	11
Adrian Bukmanis	2	-	1	2	6	11
Andrew Theo	-	-	1	1	9	11
Dominic Cockeron	-	-	-	-	10	10
Jeff Kilbride	-	9	-	1	-	10
Viv Gees	-	6	1	1	1	9
Phillip Schultz	9	-	-	-	-	9

Brad Wedlock	-	6	1	1	1	9
Del Garbett	-	-	4	1	3	8
Gavin Mosher	8	-	-	-	-	8
Simon Parker	8	-	-	-	-	8
Hugh Reardon-Smith	-	-	-	-	8	8
Graham Brown	6	-	-	-	1	7
Rodney Haack	6	-	-	-	1	7
Bruce Mills	7	-	-	-	-	7
Stewart Reid	-	-	7	-	-	7
Lisa Thompson	7	-	-	-	-	7
Murray Coote	-	-	1	5	-	6
Ferris Lee	3	2	-	-	1	6
Gary Lieberam	5	-	-	-	1	6
Mark Percival	3	2	-	-	1	6
Jeff Winston	5	-	-	-	1	6
Michelle Gatton	1	1	1	1	1	5
Henry Ryman	1	1	1	-	2	5
George Shepheard	-	-	4	1	-	5
Nayelle Smith	-	-	1	3	1	5
Claire Swallow	1	1	1	1	1	5
Tim Collingwod	1	1	1	1	-	4
Wes Depper	-	-	-	-	4	4
Mark Moddenjong	1	1	1	1	-	4
John Rogers	-	-	-	-	4	4
Matt Bailey	-	-	1	1	1	3
Duncan Clement	1	-	1	-	1	3
Gary Hamilton	-	-	2	1	-	3
Donald Irving	1	-	1	1	-	3
Tony Kabel	-	-	1	1	1	3
Michael Lade	-	-	1	1	1	3
Neil Moxey	-	1	1	1	-	3
Mark Neary	-	-	2	1	-	3
Dave Nicholson	1	-	1	1	-	3
Jeremy Pieck	1	-	1	-	1	3
Nicholas Singleton	1	-	1	1	-	3
Greg Tebble	-	-	1	1	1	3
Ben Treston	1	-	1	1	-	3
Steve Wall	1	1	-	1	-	3
Rodney Cross	-	-	1	1	-	2
Shane MacDonald	1	-	-	-	1	2
Jamie Macfarlane	1	-	-	-	1	2
David Ovenden	-	-	-	1	1	2
Pauline Shaw	1	-	-	-	1	2
Kingsley Smith	1	-	-	-	1	2
Mark Spits	1	1	-	-	-	2
Alan Stean	-	-	1	1	-	2
Craig Aggio	-	-	-	-	1	1
Alex Barilya	-	-	-	-	1	1
Paul Bergmann	-	-	-	-	1	1
Richard Boardman	-	-	1	-	-	1
Stewart Boswerger	-	-	-	-	1	1
Adam Burrows	-	-	1	-	-	1
David Craig	-	-	-	-	1	1
Mark Dickson	-	-	-	-	1	1
Christopher Dinte	-	-	-	-	1	1
Rex Ford	-	-	-	-	1	1
Shane Fretwell	-	-	-	-	1	1
Shaun Gill	-	-	-	1	-	1
Kevin Grevell	-	-	-	-	1	1
Neville Hannah	-	-	-	-	1	1
Craig Landsberg	-	-	-	-	1	1
Warren Lee	-	-	-	-	1	1
Ben Manns	-	-	-	-	1	1
Malcolm McLaren	-	-	-	-	1	1
Peter Milllear	-	-	-	-	1	1
Brendon Mole	1	-	-	-	-	1
Colin Moyse	-	-	-	-	1	1
Daniel Ning	-	-	-	-	1	1
Michael O'Brien	-	-	-	-	1	1
Gordon Slater	-	-	1	-	-	1
Kevin Taylor	-	-	-	-	1	1
Rodney Taylor	-	-	-	-	1	1
Simon Teese	-	-	-	-	1	1
Mark Walker	-	-	-	-	1	1
Shane Walker	-	-	-	-	1	1
Barry Webster	-	-	-	-	1	1
Graham Wright	1	-	-	-	-	1

*My Diary*



**Saturday**  
**5 December 1998**

*Remember...*

**1998 BSCC**   
**CHRISTMAS PARTY**

At The Brisbane Broncos Leagues Club  
Fulcher Road, Red Hill

Date: **Saturday 5 December**

Start: **7.00 pm**

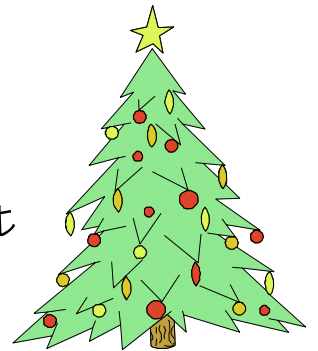
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# Rose breaks the drought at Warialda

by Rod Sams

Much to the delight of the large crowd of spectators local Class 1 (111) driver Terry Rose and navigator David Hartwig had a trouble free run to win the Warialda 200 run over the weekend of the 31<sup>st</sup> of October and the 1<sup>st</sup> of November. Having competed in the event since its inception the top prize has always eluded Rose.

That was not the only drought to be broken at Warialda. Having had to postpone the event for a month because of wet conditions the organisers were in somewhat of a quandary as heavy rain began to fall on Friday and continued for much of the day. The wet conditions put a halt to final track setup for the day. A unanimous decision was made to adjourn to the local watering hole to discuss the situation. Fortunately the rain cleared away late Friday night.

The event was Round 7 of the New South Wales Offroad Championship and attracted a field of 53 entries. The entry was a little down from previous years. It was a water logged group of competitors who faced scrutineering on Friday night however the efficient scrutineering crew soon had everything under control.

Saturday morning. It was decision time. What to do? Although the sun had broken through an early inspection of the track and pit area had found the conditions to be very wet. The decision was made to delay the start of the event until later in the day to allow the track to dry out. Following an inspection later in the day conditions were still wet and it was decided in order to save damage to the property to delay the start to Sunday. However it was decided to run a Prolog over a 3 km section of local road that was closed for the event.

This section of road was a very fast downhill stage which was better suited to rally cars than Offroad buggies. All competitors were given a reconnaissance of the course and a competitive run. This was a logistical nightmare as the section was one way only and all cars had to be transported backwards and forwards across the course during the runs. The marshals, who would have made good drill sergeants in the army, managed to keeled everyone lined up and in order resulting in a trouble free running of the session.

Rose showed good form early by taking the Prolog from John Towers/David Catsicas (147) and Mark Bush (904). They were followed by the Class 9 cars of Doug McMillian (911) and Dale Chadburn (937). Surprise of the run was Peter Glennie/Colin Cuel in the Class 8 Toyota who was

7<sup>th</sup> fastest. The Brisbane contingent was led by Laurie and Janelle Svenson (144) who were 11<sup>th</sup> followed by while Les Marshall/John Graham (2214) 15<sup>th</sup> outright. Other Brisbane crews included Sabine Brand/Doris Westwood (131), Derrick (I have a plan) Kennedy/Tony Eggins (224) and Tony Brose/Martin Dilger (769). Unfortunately Howard Rose/Greg Taylor (292) had an off during the Prolog and rearranged part of the car which put them out off the event.

Sunday morning dawned bright and sunny, the decision to delay the start was vindicated. Track condition proved to be perfect with very little dust. Because of the time constraints competition was shortened to two short course heats and four laps of the long course. The first short heat saw Rose go to the front (a position he was to retain all day) followed by Towers, Chadburn, Bush and McMillan. Unfortunately Laurie Svenson had brake problems and lost some time extracting himself from a rocky situation.

Heat two saw no change in the top runners. Dave and Gary Bennett (242) were leading Class 2 while the Class 3 crew of Darren Perrin/John Stevens (331) in front in the class. Class 5 saw the crews of Winston Parr/Jim Poole (527) and Jason Roberston/Bonnie Poole (528) starting the long course laps on equal times. Class 6 was being lead by Robert Price/Scott McNeil. The battle of the 4 wheel drives was being lead by Craig McMillian/Mark White (704) and Peter Glennie in Class 8. Class 9 leader was Dave Chadburn.

The long course laps saw a great battle between Rose, Towers, Chadburn and McMillan until the last three succumbed to the conditions. The Brand crew were also doing well until problems in the last lap. In all 27 crews completed the whole course.

Outright finishers were:-

- 1<sup>st</sup> (111) Terry Rose and David Hartwig
- 2<sup>nd</sup> (130) Tim and Andy Baker
- 3<sup>rd</sup> (242) David and Gary Bennett

Of the Brisbane crews Derrick Kennedy finished 7<sup>th</sup> O/R and 4<sup>th</sup> in Class while the Svensons finished 9<sup>th</sup> O/R and 4<sup>th</sup> in Class. and Tony Brose finished 19<sup>th</sup> O/R and 2<sup>nd</sup> in Class with Les Marshall 25<sup>th</sup> O/R and 10<sup>th</sup> in Class.

Once again the Warialda Club has ran another great event which was supported by a large number of the locals who came along to watch the action. It is hoped that next year to weather will prove to be a bit more stable.

# PRESIDENT'S PIECE

BY ROD SAMS

The old saying "here today gone tomorrow" certainly applied to our old Clubrooms. Within two days of us moving out only a vacant block of ground remained. We are now settled into some temporary quarters at 4/34 Nile Street Woolloongabba. Our phone number and P O Box remain the same.

I would like to thank Peter Whalley and the crew who helped with the move and setting up the new office for Esme. The search goes on for a permanent location for the Club. It is hoped that a number of options will be available for discussion at our next Board meeting.

The move has to some extent overshadowed our last event. Thanks go to Peter Garbett and Peter Baker for the efforts they put into the running of this year's Bailey's Powerlines Rally. The new crew at the head of the organising committee certainly did a good job in running a very successful event. Our next event the Keema Classic is being run at the end of the month. Craig Porter is looking for assistance from anyone who is willing to help.

Still on events it is disappointing that we had to postpone the Part and Service Classic Rally due to lack of entries. Events like these just don't happen on the day. A lot of time, effort and expense goes into organising them long before entries close. Not only is all this effort lost if the event is called off at the last minute but those people who did enter miss out on an opportunity to run. It is also disappointing to our event sponsors who in this case have been long time supporters of historic events. Tony Slattery hopes to run the event next year.

PS:- Don't forget about our Christmas Party at the Broncos Leagues Club on Saturday 5<sup>th</sup> of December. Give Esme a call to book your tickets.

## Letters to the Editor

Dear All,

The gremlins have gotten into an article in the edition of the CAMS Report which is about to hit the streets.

The article in question is on Page 9, and is entitled "New Clothes". It states that from next January the wearing of FIA-approved driving suits will be compulsory in all national championship events.

**This is incorrect, and should be disregarded!!!**

The requirement for this applies to national championship races only. It does not apply to rallying or off road.

What happened was that the article in question was originally a little too long for the space available, so the editor removed some of the text to make it fit. Unfortunately he removed some text he should not have, inadvertently changing the content.

It would be much appreciated if you could spread the word on this to clubs and other ARC/AORC competitors, as this is bound to cause some considerable concern to those who read it.

*Andy Clark, CAMS*

.....  
All the members of the **G.P.D. Motorsport Team** would like to extend our heartfelt thanks to all the rally people who stopped to assist our team members with the Datsun rally car which came off its trailer on the way home from the Bailey Powerlines Rally on Saturday 24th October.

Your assistance in clearing the car off the road and concern for the well being of the members involved, showed that the people in the rally community come together to look

after their own.

Once again thank you to all involved, it was greatly appreciated.

**G.P.D. Motorsport Team**

## Notes from Imbil...

- It was nice of farmers to have their sprinklers on... A couple of cars were seen sitting on the road underneath the overspray washing the mud and dust from their windscreens!!

- It was a bit of a pity that the rally was put behind time at Imbil (and two stages cancelled at Benarkin) because of a lack of roadblocks. So instead of lecturing you on how it helps the club, your fellow motorsport enthusiasts, etc., lets talk about what it does for you!

- \* You get your own, private speccy point, that you don't have to share if you don't want to

- \* Because it's your speccy point, you can spread out and get really comfy

- \* It's really easy to do, and you can get your car right up to the point (NO WALKING!)

- \* You're there anyway...

- \* Why not???!?!!

So volunteer with any of the organisers in the "Coming Events" section and do YOURSELF a favour!!!

- As you may have read in this section, there was a bit of drama on the way home from Imbil with an unfortunate accident when a car "jumped" off its trailer then skidded on its roof resulting in the car being totalled. This is probably an opportune time to remind trailer towers of the following:

- \* Check your trailers thoroughly

- \* Remember you are towing around approximately a tonne of equipment and drive accordingly.

- \* Be aware there are sections of the Bruce Highway road surface that are pretty bad and easily contribute to "trailer wobbles", etc

**Contribution cut-off date for  
September Brisport is...**

**13 December 1998**

*...Don't Forget!!...*

**Got something to say?**

Send it in!!

Fax: (07) 3351 4204 b/h

E-mail

karensox@powerup.com.au

## LESSONS FROM THE GEESE

1. As each bird flaps its wings, it creates an "uplift" for the bird following. By flying in a V formation, the whole flock adds 71% to the flying range than if each bird flew alone.

**Lesson:** People who share a common direction and sense of community can get where they are going more quickly and more easily because they are travelling with the combined thrust of one another.

2. Whenever a goose falls out of formation, it suddenly feels the drag and resistance of trying to fly alone, and quickly gets back into formation to take advantage of the "lifting power" of the bird immediately in front.

**Lesson:** If we have as much sense as the goose, we will stay in formation with those who are headed where we want to go.

3. When the lead goose gets tired, it rotates back into formation and another goose flies at the point position.

**Lesson:** It pays to take turns doing the hard tasks, and sharing leadership with people, as with geese, interdependent with each other.

4. The geese information honk from behind to encourage those up front to keep up their speed.

**Lesson:** We need to make sure our honking from behind is encouraging and not something less helpful.

5. When a goose gets sick or wounded or shot down, two geese drop out of formation and follow them down to help and protect them. They stay with them until they are able to fly again or dies. They then launch out on their own to join another formation or join their own flock.

**Lesson:** If we have as much sense as geese, we'll stand by each other like that.

**QUESTION:** If we're the "intelligent" animals, why do we have to learn what the geese already know?

## J O K E S

Two drunks are driving down the highway, drinking their beer. All of a sudden the driver notices lights flashing in his mirror; the cops are on his tail. His buddy says, "What are we going to do?" The driver says, "Don't worry. Just do exactly what I tell you and everything will work out perfectly. First, peel the labels off our beer bottles and we'll each stick one on our forehead. Then shove the bottles underneath the seat, and let me do the talking." They pull over and the cop walks up to the car. He looks at them kind of funny, but asks to see the guy's driver's license. And he asks him, "Have you been

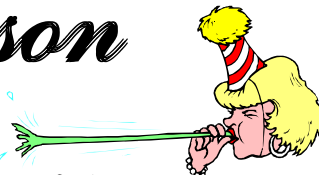
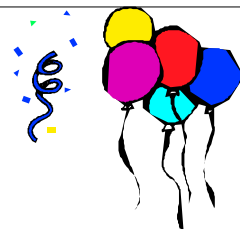
drinking?" "Oh, no, sir," the driver replies. "I noticed you weaving back and forth across the highway. Are you *sure* you haven't been drinking?" the cop asks. "Oh, no, sir," the drunk answers. "We haven't had a thing to drink tonight." "Well, I've got to ask you," says the cop, "What on earth are those things on your forehead?" "That's easy, Officer," says the drunk. "You see, we're both alcoholics, and we're on the patch."

**Q:** What's the definition of mixed emotions? **A:** *When you see your mother-in-law backing off a cliff in your brand new car.*

# Congrats

to

# Cameron Thompson



Brisbane Sporting Car Club member and last years editor of the Brisport, **Cameron Thompson**, was elected to Parliament for the seat of Blair in the October Federal election. In what must have been a huge effort, Cameron won against one of Australia's best known and most vocal politicians, Pauline Hanson.

All the best of luck, Cameron. We wish you a long and distinguished career serving your constituents.



**Do you think you can do a better job than "those CAMS guys"? Well, here's your chance!**

Nominations are once again being called for various positions on CAMS panels. If you would like to nominate yourself, please obtain a nomination form from CAMS or fax them the following details:-

Nominations for: (Please tick)

- |  |   |
|--|---|
| <input type="checkbox"/> Motor Race Advisory Panel | <input type="checkbox"/> Rally Advisory Panel         |
| <input type="checkbox"/> Motorkhana Advisory Panel | <input type="checkbox"/> Rally Co-ordinator           |
| <input type="checkbox"/> Off Road Advisory Panel   | <input type="checkbox"/> Scrutineering Advisory Panel |

Name: .....

Address: .....

..... Postcode:.....

Phone Numbers: Work: (.....) ..... Home: (.....) .....

Mobile: ..... Fax: (.....) .....

Signature of nominee: .....

Nominations close at the end of the November 1998 State Council Meeting.  
Appointments are scheduled to be made at the December 1998 State Council Meeting.