

BRISPORT

THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB.

WEST END. PHONE 3846 0233.



July 1999 Newsletter

German Autos Enduro

by Rod Sams

Svenson makes it two in a row

Back to back wins in Round 3 and 4 of the 1999 Queensland Long Course Offroad Championship give the Svensons an unassailable lead in this year's championship.

Brisbane Sporting Car Club returned to Buraraba for the eleventh time for the running of the German Auto's Enduro over the weekend of the 3rd and 4th of July. With only sixteen entries it was a toss up to whether the event would be run at all.

Starting order was determined by a prolog run on Sunday morning. First away was Laurie and Janelle



1st - Laurie Svenson



2nd - Ken Smith

Svenson (144) followed by John and David Swinglehurst (180). David MacGregor and Arthur Brabon (197) were third away followed by John Brand and Peter Fry (287).

First casualty of the day was Andy Stewart and Jamie Aitken in their Cortina (538) when they broke an axle during the first lap. Warren Walker and Nicholas Lovell retired their new Class three buggy (308) in Lap 2 with a broken oil switch while

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PRESIDENT'S PIECE

BY ROD SAMS

Well it has been certainly a busy time over the past few weeks. As reported in the last edition of the magazine the big news was the Falken Rally Queensland. While many words have been written about the event I would just like to add a few more. Despite the trails placed on the organisers by the weather the event ran very well. The high benchmark standards set by last year's event were surpassed this year. The result of a huge amount of work put in by the organising committee. Congratulations to everyone who was involved, thanks for your efforts.

One thing that impressed me about the event was the very good communica-

tion networks operating during the event. Fred Van Tuienen and the crew from Philcom had put in a lot of work before and during the event to make sure everyone could talk to each other. It is this type of support that added to the success of the event. Thanks Fred.

Having organised a few offroad events I decided to have a go at directing Round 2 of the KCF Rallysprint Series run on the 19th of June. An interesting experience. I have also been busy running the German Autos Enduro on the 4th and 5th of July. More about these events in the magazine.

I joined the crowds who went to the

new Willowbank Raceway for the Shell Tourers. While there were major problems with the infrastructure getting spectators to and from the circuit the racing was great. The event will be remembered for creating Brisbane longest car park. However those who have experience in some of our recent touring events were able to use local knowledge to avoid the delays. The huge crowd created a great atmosphere and was able to get close to the action. The event was the culmination of a lot of hard work for Dennis Brown and the members of Motorsport Queensland and they should be well pleased with their efforts.

**Contribution cut-off date for the next Brisport is...
10 August 1999**

BRISPORT MAGAZINE e-mail addresses

Peter Garbett

pgarbett@squirrel.com.au

Tom Smith

tomk.smith@qr.com.au

Jamie Macfarlane

jamie@gsad.com.au

Karen Soxsmith

karensox-bscc@powerup.com.au

CLUBROOMS:

The clubrooms of BRISBANE SPORTING CAR CLUB LIMITED are located at 1/206-208 MONTAGUE ROAD, WEST END 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 3529

SOUTH BRISBANE BC QLD 4101

Telephone: (07) 3846 0233

Facsimile: (07) 3846 0244

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THE CLUB CAPTAIN'S CORNER

BY PETER GARBETT

Rod Sams on his efforts as Clerk of Course at the recent KCF Rallysport Rallysprint. Rod handled the transition from Off Road specialist to that of Clerk of Course for a rally type of event in his usual efficient manner. The event owes a vote of thanks to the long hours put in by Rod (even as close as about 2am on the day) and the support of the control officials and road block personnel. Esme Gibson, Peter Baker and Fred Van Tuinen handled key tasks on the day (and night) and people like Tony Best, who jumped at the request for an urgently required road block, deserve special recognition. Equipped with the black Galant VR4, Shaun Gill and Del Garbett took out the coveted first place when the results were tallied. However, the Andrew Theo/Robert Tindal/Lancer combination was looking good before a drive line failure sidelined their effort. On the latter crew I inadvertently omitted them from the elite group of impressive performers at Falken Tyres Rally Queensland which I listed in last month's Club Captain's Report (sorry guys!).

I must apologise for the brief nature of my contribution to this issue. Work commitments in the past few weeks have been heavy but hopefully will ease sufficiently for me to put something more substantial together for the August edition.

In the meantime, a few of the club's members will no doubt be travelling north and south between now and the next Brisport printing. North - to the NQ Forest Rally in the Townsville/Cardwell region (7/8 August), and south - to the Rally of Melbourne (14/15 August). On behalf of the club I wish you all well. I'll be keeping an eye on the competition in the north. It appears Ian Ogilvie from Townsville has forsaken his co-driver of last year (yours truly) in favour of a light weight version who is easier on the eye. Donna Kilbride will be

joining Ian in his latest creation - a Datsun 1200. For those who aren't aware, Ian sprang to prominence as a very quick driver in the seventies, driving a Datsun 1200!

Finally for this month, Editor Karen Soxsmith has commenced the redesign of the Brisport website. The intention is to create a bigger and better site encompassing all facets of the club and its activities, including contact information, coming events, honour roll, and the newsletter itself, among other pages. Expect to see the site developed fully within the next couple of months. We'll keep you informed of its progress.

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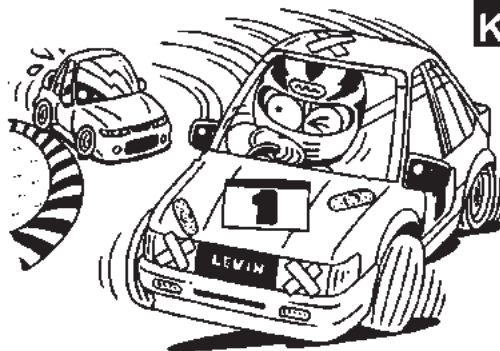
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THE 1999 LEYBURN ROAD RALLY

21st August 1999



Promoted by the Historic Racing Car Club of Queensland inc.
Directed by Peter Stringfellow



The 1999 will be the fourth year of The Leyburn Road Rally. The event has been gradually gaining in popularity and stature over this time and is now the longest running Touring Road Event held in Queensland.

The event is run in conjunction with the historic Leyburn Sprints, and this year celebrates the 50th anniversary of the first Australian Grand Prix race that was held in Queensland on the old Leyburn airfield.

This year, the road rally will once again feature a breakfast at the rally start point, to commence proceedings in a relaxed and social atmosphere. Once on the road the rallyists will be navigating their way through the scenic roads of Southeast Queensland (not necessarily by the shortest route) to Leyburn. A lunch break in a small Downs town will allow competitors to swap stories before commencing on the final leg.

En-route a number of special tests will be attempted. These will include closed road special tests, a la Targa Tasmania, Motorkhana tests and others to test the skill of the crew. The final test will be a run around the houses in Leyburn.

The Leyburn Road Rally is open to sporting and classic vehicles of all ages. The competition is divided into 5 age-based categories so that competitors are competing against each other in similar aged vehicles. Vehicles of note from previous years include a 1954 Morris Oxford, some stunning Austin Healy's, The quick "E" Type Jaguars, a Fiat X19 Arbarth replica and the awesome Nissan "Godzilla".

We thank you for your interest in this event and look forward to your participation. For further information, please do not hesitate to contact the Event Secretary, Daphne Stringfellow on 3396 8718.



MEDIA RELEASE, Monday 21 June 1999

KCF Rallysport Rally Sprint to Gill & Garbett

The Brisbane Sporting Car Club has found the resources to run another of its popular rally sprints - only a fortnight after having conducted their annual Australian Rally Championship round! Rod Sams (President of the BSCC) took the reins of Round Two of the KCF Rallysport Rally Sprint Series in the Beerburum area on Saturday 19 June.

The field enjoyed a great day of competition and of the few retirements only a couple involved excursions and these involved relatively little in terms of damage. The most significant mechanical failure (certainly to Andrew Theo) was that which involved the clutch in the latter's

Lancer. Until then, Andrew and co-driver Robert Tindal were secure at the top of the results list.

"Putting a smile on Del Garbett's face" was VR4 campaigner Shaun Gill who overcame an early fuel problem to take the winner's laurels. Steve Wall's WRX had looked good for second but a gearbox problem pushed that entry back allowing the striking Baleno of Mark Neary and Tim Kay into the runners-up position.

The final round of the KCF Series is scheduled for 6 November. Details can be obtained from Esme Gibson at the BSCC on 07 3846 0233. *Peter Garbett*

Bits 'n' Pieces from Tom

Edited by
Tom Smith

YEAR 2000 RALLY CALENDER

As a member of the Queensland Rally Advisory Panel and, with the knowledge that many people from all corners of the state get to read this magazine, I thought I'd remind those individuals and clubs who are keen to run a rally next year of the importance of early planning and advice. I realise that it is currently only July, but it is imperative that the RAP be made aware of your intention to run a rally as soon as possible for the coming year 2000 calendar. The Rally Advisory Panel and associated assistants (like Tony Best, to name but one) put in substantial time contacting organisers and club representatives to find out what the coming year's plans are. Officially, I believe Milton Brennan from the Brisbane CAMS office would be writing to clubs in about August/September but get in early if you want to set your date in concrete. Make your submission through your club to the Rally Advisory Panel for consideration and inclusion into the draft calendar. It's so important, especially here in the south-east corner to try to reduce the clashes of dates which can easily occur. It's not just clashes of rally dates, but common weekends with rounds of the V* Supercars and 2.0 litre Tourers that need to be avoided. The number of volunteer officials around the place is limited and it's no good expecting a scrutineer to be at Queensland Raceway on the same day he's supposed to be in Townsville for the QRC. Please consider this matter seriously and let the CAMS office or RAP know. Also don't treat it spuriously and try to grab a date, if you're sure the event won't happen.

NQ FOREST RALLY

Hopefully, by the time this magazine is in your letterboxes you'll still have time to jump into your car with some friends and head north to Townsville for the second round of the 1999 QRC. The amended date for the event is the weekend of 7/8 August and the reason for the change from the original July date was because of the presence of a

Cowboys football game on the same weekend. I am told that if the Cowboys are playing a home game in Townsville, every man and his dog and cat come to town to support the local team - which is great! Unfortunately they all need to stay somewhere, and end up taking over every bit of spare accommodation in town including the great Mercure Inn where the rally is based. Subsequently there was no choice but for a date change, and despite this, a good field is expected with numbers from Brisbane heading up to a great event to do battle. The rally starts in Townsville on Saturday and heads to Cardwell (1.5 hours drive north) via a couple of special stages in Ingham. The majority of the day (and night)'s competitive distance is done in Cardwell and then the field is held in Parc Ferme overnight. The next morning there is more rally kays in Cardwell before heading back to Townsville via Ingham again to the big finish at the Townsville Civic Theatre. About 180 competitive kilometres are on offer for the event, but it is also a round of the GP CARS Clubman Rally Series and those competitors will only need to complete about half the distance = 1 day. It has been a great time for all, over the past three years that the event has been run back in Townsville and the guys and gals from the Twin Cities Auto Club make everybody feel welcome. Unfortunately the Rally of Melbourne is on the following weekend, and this will affect some of the QRC contenders who cannot do both events in that space of time. Nonetheless, expected leading entries include Bruce Dummett/Tom Smith (Lancer Evo. 3), Steve Shephard/Dom Corkeron (Lancer Evo. 5), George Shephard/Del Garbett (Lancer Evo. 5), Andrew Theo/Rob Tindal (Lancer Evo. 1), Steve/Terry Scott (Impreza WRX), Steve Wall/Mick Bruce (Subaru Impreza WRX) and Keith Callinan/? (Subaru WRX). Whatever way you look at it, it will be a great battle. Don't forget the 2wd brigade, with a full field of the Keema team Suzuki Balenos on hand.

QRC SCOREBOARD

Since the completion of Falken Tyres rally Queensland, we haven't seen any final QRC progressive scores, mainly due to the fact that the state registrar John Hayden has a new job as Office Manager for the Queensland Raceway and has been a tad busy. In order to assist us to find out where we think we all are in the scores, I analysed the top ten finishers from each day of the ARC, and with the information I had to hand came up with the following list of scores. Unfortunately none of the results I managed to get hold of on that weekend shows classes or QRC entry status, so I've had to make some guesses in some cases. For instance I don't think John Goasdoue and Glen Weston nominated for the QRC and haven't given them points for heat 1, which they won as first Queenslanders. I have also only done the top ten and as a result some class winners who were down the field may not be shown. Don't forget, each heat of the ARC drew only half points, so it's very hard to break these points up even further when you have a tie for first place like heat 1 where Adrian Bukmanis and Bruce Fullerton shared the win. Also, don't forget that for this year the class points are only half of the outright scores. To assist, my interpretation is that for each day of the ARC, the outright top ten get 10, 7 1/2, 6, 5, 4, 3, 2, 1 1/2, 1, 1/2. The class points go to the top six placegetters and go 5, 3, 2, 1 1/2, 1, 1/2.

With that in mind unofficial results look like this:-

Adrian Bukmanis/John Ahern	28¾
Steve/Terry Scott	21½
Richard Galley/Tim Kay	20
Bruce Fullerton/Hugh Reardon-Smith	13¾
Glen Duthie/Ron Peters	13
Ian Wright/Paul Young	12
Mark Neary Gary Hamilton	11½
George Shephard/Del Garbett	10½
Andrew Theo/Rob Tindal	8
Keith/Tim Callinan	7

Continued from previous page...

I make no guarantees that these scores are 100% correct and I may be wrong in my assumptions about who paid their QRC registration on time. Hope this is of some help.

DON'T THOSE CARS GET AROUND?

Do you ever wonder where those old rally cars get to when they're sold from your home state and just who might show up with the same car in the next ARC event or interstate Championship round? Way back in 1993 when I was co-driving for Mark Griffith, we went to Canberra to compete (did pretty well, too - 6th outright) and towed down Marks Mazda 323 4wd because it was being purchased by Tasmanian Andrew Murfett. The deal was done there, because it was about half way for both parties. Andrew drove the old Mazda for a couple of seasons then sold it to a guy named Andrew Wylie there in Tasmania. Last year Stewie Reid ran his Group N Subaru Impreza WRX in the ARC which was in fact the

Subaru Impreza initially built and run by Mark Griffith in 1994, 95 and 96. When Stewie eventually sold the Impreza, it went interstate and was bought by none other than Andrew Wylie in Tasmania!! Seems like Griffio's got a direct line for sale of any of his second-hand rally cars - just give Mr Wylie a call!!

ARCOM BOSS VISITS RALLY PANEL

In July the Queensland Rally Advisory Panel was treated to a visit by Gary Connelly, Chairman of ARCOM and a life member of the BSCC. Gary was invited to the panel, as each month a new guest is always asked to come along, and he was there to talk frankly about the state of the sport, clubs and membership and the infamous Rallycorp. The discussions went on for a goodly portion of the meeting with GC eventually leaving after about 2 hours and the panel members were able to consult him on any issue which popped up. Of course, even the chairman of ARCOM hasn't got the

answer to why there's not many more club members than there presently are, but some good suggestions and worthwhile comments were made. On the subject of Rallycorp Gary outlined the relationship with CAMS and briefly explained about the commitment from Rallycorp to pursue the exposure and marketing of the ARC Super Series. The visit was very worthwhile and each subject was addressed amicably and cordially (ie - no aggro) which was good to see. The issues pertaining to the administration and management of the sport have been and can continue to be an emotive issue, but the discussion time was used productively by all. Gary has been a past visitor to the RAP meetings since my involvement with the Panel and I assume whilst he has a role to play with ARCOM, he will be made welcome to return again.



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FULL-ON RALLYSport WINS STATE CHAMPIONS CUP AT THE FAI RALLY OF CANBERRA

by Hugh Reardon-Smith

Well, what a great event the FAI Rally of Canberra was! The rally ran like clockwork, the stages were a great challenge and the officials standing in some cold bleak places were always friendly. The event, as Australia's round of the Asia Pacific Championship, had a great atmosphere and there was a real camaraderie between crews.

Scrutineering was really the only downer of the whole week. There was a certain amount of nervousness as this was Canberra's first Asia Pacific round, but it would have helped a lot of crews to have had some pointers, so they could be better prepared for scrutineering. For example ARC sealing of turbos wasn't considered good enough and they had to be redone, and seats/seatbelts/mounting bolts all had to conform to Asia Pacific regulations. This led to chasing around for parts and borrowing equipment from local ACT crews not entered and the likes of Simon Evans who allowed his Golfrecca car to be cannibalised to get crews into the event. There were some very generous lenders and very grateful borrowers!

The Full-On Rallysport team of Bruce Fullerton (Queensland 1998 Rally Champion) and Hugh Reardon-Smith were representing Queensland in the FAI State Champions Cup. They were up against Miles Sandy from NSW and Dennis Dunlop from WA, as well as representatives from Tasmania and the ACT. It was a great concept and for us a great way to get know our competitors.

The rally was based in the forests to the west of Canberra with famous stages such as Mineshaft, Bluetts, Greenhills, Molonglo Ridge and Mt Stromlo, and some were rough whilst others were smooth and fast.

The event started from in front of the New Parliament House before heading to the most distant stage, a 3.5 km tricky squirt, where it appeared all you could do was lose, not gain. Unfortunately

this happened to David West/Tony Best who crashed out on a tight left hander just 2 kms into the event, with David needing a hospital check up. Then it was onto Mineshaft with the actual Mineshaft drop near the end of the 18km stage. That road just disappears and you have to hope you've chosen the right line. Friday finished with the super special 2 at a time stage at EPIC in Canberra.

This was a hoot of a stage. 2.4 kms with a fair jump, a lovely L4 sweeping bend and over 6,000 people on the opening night. It really was a spectacular stage for the spectators and great fun for the competitors to drive, and then to watch Possum show everyone how to do it was great.

On Saturday, the event changed dramatically. There had been overnight rain, and although the day's first stage was dry, the next two, Lees Creek (21km) and Warks Road (12km) were treacherous. Crashing out on these were John Long, John Silcock from NZ, Monster Tajima into the tree kissed (or rather hugged) by Simon Evans, and Brian Stokes. Stokes' Escort rolled off the edge of mountainside and was visible as we came along a ridge having fortunately stopped about 20m below the road : it could have gone for miles!

The later stages were fortunately dry but they still held surprises. A nasty keep left over crest and jump caught out Miles Sandy and ended his event, and it was a nasty jump. The front left wheel landed first before throwing the right side of the car down, and it gave all the crews some sideways whiplash. It was this landing that accounted for so many drivers taking advantage of the masseur based at park ferme. (I know this was Canberra, but she was a genuine masseur : well, that's what the drivers said, and EPIC was the opposite side of the city to Fyshwick!!)

At the start of Sunday the Full-On Rallysport crew were about 90 seconds

behind Dennis and Jackie Dunlop, whilst being well ahead of Andrew Wylie from Tasmania and Trevor Stilling of the ACT in the State Champions Cup. We needed the Dunlops to have a problem and they did with a puncture on the day's first stage. This left us 10 seconds ahead of the Group A Lancer.

Bruce was driving quicker and quicker as the event progressed, as he became more used to the WRX and his new co-driver, and so kept the pressure on the Dunlops. They then broke a front driveshaft and we were close enough to win the State Champions Cup by about 90 seconds.

The Full-On Rallysport team were delighted. They finished 13th outright from 47 starters, 9th in Group N from 21 in class and took home the Champions Cup. The WRX ran faultlessly all event, due in no small part to Pete Carruthers preparation and the efforts of the service crew (Greg, Garry and Ken). The teams sponsors also deserve a mention for their valuable support : NOW Financial Services, Refrigerated Roadways, Morris Lubricants, Pioneer Seeds, New Pioneer Motors, East West Airlines and Oxenford Panel Works.

The FAI Rally of Canberra was a great event, and deserves a bigger field for next year. The spectator support was incredible : there were people in the forests everywhere, and during the event the officials couldn't have been more helpful. There were also heaps of Queenslanders around which was great, and it was amazing how many of them were "media officials" as well as helping the organisers in other capacities.

One highlight for the co-drivers was the results service. At each service point there were up to date print outs of current positions and the last stage's times, all within 15 minutes of crews finishing a stage. That was brilliant. So, consider going to Canberra in 2000 : the weather was cold but the reception was great.

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RALLYING RECOLLECTIONS . . .

'Co-Director of the 1974 Stones Corner Motors Rally, Peter Whalley, has bought a brand new Mazda RX4 after starting a brand new job with an insurance company.'

- *BSCC Magazine, June 1975*

At the 1976 Southern Cross Rally . . . 'Murray Coote got a puncture at a spectator point, so a bunch of Queenslanders lifted up the car while he changed the wheel!'

- *BSCC Magazine, October 1976*

MEDIA RELEASE

ROAD SAFE FOR GARBETT

by Peter Garbett

Monday 12 July 1999 is a significant date on the calendar for twice Queensland Champion co-driver Del Garbett. Garbett, who has competed in rallies since the early eighties, promotes the sport in general but with a focus on women and their involvement.

Through her rallying exploits and career in the motor industry Del has represented the sport through a number of avenues including the women's workshop programs conducted regularly by several car dealerships.

Since the early part of the 1998 rally season Del has been a member of the Brisbane-based Roadsafe Motorsport Team. Currently Del co-drives for the celebrated George Shephard in a Lancer Evolution V and on July 12 she moves out of the service station industry into a position as Company Representative for Shephard's GSA Wholesale Suspension.

As is typical of Del, she is full of enthusiasm for the new role and the challenges that lie ahead. Motor industry business operators in the South-East corner of Queensland are likely to receive a visit from Del promoting Bilstein, Boge, King Springs, Koni, KYB, Ralliart, and more. Although the company's website is still under construction, areas dedicated to products and services can be viewed at www.gsad.com.au and Del can be contacted at work on 0411 636 286 or email: sales@gsad.com.au

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"THE SKY'S THE LIMIT!!"

From Page 1

MacGregor came to a fiery end after a turbo oil line broke. Lap Three saw the Swinglehursts retire with front end problems.

After Section 1 fourteen crews remained in the event. The Svensons were in front by 13 seconds from Mick and Leigh Willett (140) followed by Brand. David and Mark Cannell were leading Class 3 while Jim Kelly and Kevin Lawrence (537) were working hard to keep their Datsun 1600 to lead the Class. Tony Brose and Paul Leighton (769) were having a good run in the flying Suzuki. Ken Smith with first time navigator Tony Malby-Luke had the Class 8 Rodeo (802) going well.



3rd - Anthony Brose

Things did not go well after the lunch break for the Class twos. Lap 4 saw the demise of Tony Parker and Scott Gardiner (253) as well as John Brand. (287) Mike Napier and Scott Coleman (299) also failed to finish because of suspension problems. The attrition continued in the fifth lap with the Willetts and Cannells retiring with gearbox problems. By the end of Lap 5 only seven crews remained.

Only three crews made it to the end of the six laps. The Svensons were followed by Ken Smith and Anthony Brose. Congratulations to those who finished in the points.

Once again we had a successful event, a few more entries would have made it better though. I would like to thank the property owners for their generous support and everybody for their efforts in running the event. A special thanks to Laurie Svenson and crew, Graham Hill, and Patrick Hetherman for their tireless efforts. I would also like to thank the recovery crews who had a busy time all day. Well done everybody.

...Results Page 12

KCF Rallysport Rallysprint - Round 2

by Rod Sams

The forest at Beerburum came alive with the running of the second round of the KCF Rallysport Rallysprint Series on the 19th of June. Forty-two crews took over the Elimbah Sports Ground for the day. This was the first time I had directed a rallysprint and was learning fast from the deep end.

Each competitor had five runs of the two stage course. The first two runs were familiarization runs. The first competitive heat saw keen competition in all classes. The fastest time being set by the Andrew Theo and Robert Tidal in their R5 Lancer.

Dust, again, was to be a problem requiring gaps between cars to be extended to two minutes to improve visibility. As

the sun set the temperature dropped, I felt for our control people around the course. However the cool air did not cool down the competition.

Congratulations to all winners. First outright and first in R5 was the Gallant of Shaun Gill and Del Garbett. Theo's good early form ended after major clutch failure. Second outright and first in R2 was Mark Neary and Tim Kay in their Suzuki Hatch. Third outright and second in R5 was Steve Wall and John Eddy in their Subaru Impreza.

Other Class winners were Andrew Gee and Heath Denman, R1, in their Lada Samara! Class R3 was won by Tristan and Andrew Carrigan driving a Gemini while R4 was won by the Mazda driven

by Paul Bergman and Murray McNeil.

The event was also a round of the Gemini Series with Kelvin and Rod Taylor (in their first event) taking the spoils from the Carrigans and Jamie Macfarlane/Myles Frost.

In all a good event thanks to the many people who did the work to make the event happen, especially the control crews and road blocks who were in the field for over eight hours. I enjoyed the experience and learned a lot and look forward to being involved in the next round on November 6th.

Thanks to Keith for the support given by KCF and also to Philcom for the communications.



These photos are courtesy of Neil Hamey and are for sale. Neil can be contacted on (07) 3892 2189 (a/h).

Car	Driver	Co-Driver	Vehicle	Class	Pen	SS1	SS2	Total	SS1	Pen	SS2	Total	SS1	SS2	Total	TOTAL	O/R	Class
3	Shaun Gill	Del Garbett	Galant	R5		03:02	03:38	06:40	03:03		03:46	06:49	03:07	03:54	07:01	20:30	1	1
7	Mark Neary	Tim Kay	Suzuki Hatch	R2		03:16	03:52	07:08	03:22		03:56	07:18	03:32	04:08	07:40	22:06	2	1
2	Steve Wall	John Eddy	Subaru Impreza	R5		03:20	03:50	07:10	03:11	00:05	03:57	07:13	03:43	04:24	08:07	22:30	3	2
17	Kelvin Taylor	Rodney Taylor	Gemini	R2		03:30	04:18	07:48	03:30		04:05	07:35	03:30	04:02	07:32	22:55	4	2
39	Tristan Carrigan	Andrew Carrigan	Gemini	R3		03:35	04:07	07:42	03:30		04:17	07:47	03:25	04:09	07:34	23:03	5	1
15	Steve Copping	Brad Leis	Datsun 1600	R3		03:28	04:13	07:41	03:29		04:11	07:40	03:30	04:13	07:43	23:04	6	2
6	Rex Ford	Kevin Grevell	Datsun	R2		03:29	04:08	07:37	03:34		04:14	07:48	03:35	04:20	07:55	23:20	7	3
25	Paul Bergmann	Murray McNeil	Mazda	R4		03:36	04:21	07:57	03:31		04:25	07:56	03:30	04:11	07:41	23:34	8	1
8	Jamie Macfarlane	Myles Frost	Holden Gemini	R2		03:34	04:17	07:51	03:38		04:23	08:01	03:33	04:10	07:43	23:35	9	4
23	Peter Stewart	John Rutch	Fiat	R3		03:29	04:22	07:51	03:35		04:22	07:57	03:31	04:26	07:57	23:45	10	3
11	Gary Lieberam	Jeff Winston	Holden Gemini	R3		03:37	04:15	07:52	03:34		04:22	07:56	03:42	04:18	08:00	23:48	11	4
13	Steve Orlando	Margot Browne	Toyota Corolla	R2		03:30	04:16	07:46	04:30		03:39	08:09	03:32	04:22	07:54	23:49	12	5
19	Shane Fretwell	Debbie Dilloon	Holden Gemini	R2		03:34	04:21	07:55	03:38		04:36	08:14	03:35	04:22	07:57	00:06	13	6
27	Andrew Gee	Heath Denman	Lada Samara	R1		03:40	04:20	08:00	03:37		04:21	07:58	03:47	04:21	08:08	00:06	14	1
21	Kerrin Greenalsh	David Palmer	Toyota Corolla	R3		03:34	04:13	07:47	03:35		04:39	08:14	03:43	04:25	08:08	00:09	15	5
9	Craig Aggio	Geoff Smith	Toyota Celica	R3		03:42	04:24	08:06	03:49		04:29	08:18	03:48	04:21	08:09	00:33	16	6
24	Giles Gargan	Cameron Thompson	Hyundai	R2		03:43	04:24	08:07	03:45		04:36	08:21	03:45	04:33	08:18	00:46	17	7
29	Jason Bell	Neill Bell	Hyundai Lantra	R3		03:38	04:26	08:04	03:58		04:42	08:40	03:44	04:30	08:14	00:58	18	7
38	Warren Boys	Brent Boys	Holden Gemini	R2		03:51	04:37	08:28	03:47		04:40	08:27	03:46	04:33	08:19	01:14	19	8
40	Matt Carruthers	Tyson Fiedler	Gemini Holden	R3		03:49	04:34	08:23	03:48		04:57	08:45	03:46	04:29	08:15	01:23	20	8
36	Stephen Pocock	Gavin Pocock	Honda Civic	R1		03:39	04:49	08:28	03:47		04:45	08:32	03:47	04:43	08:30	01:30	21	2
14	Ferris Lee	Mark Percival	Honda	R1		04:45	03:48	08:33	03:52		04:58	08:50	03:39	04:40	08:19	01:42	22	3
22	Ben Manns	Robert Manns	Datsun	R3		03:49	04:30	08:19	03:54		04:48	08:42	03:56	04:50	08:46	01:47	23	9
37	Scott Muhling	Clinton Bewtel	Holden Gemini	R3		04:09	04:21	08:30	04:11		04:50	09:01	03:52	04:28	08:20	01:51	24	10
26	Mark Spits	Mark Whiteoak	Charade	R1		03:57	04:51	08:48	03:57		05:03	09:00	03:52	04:49	08:41	02:29	25	4
42	Jamie Carruthers	Travis Carruthers	Gemini	R2		04:05	04:36	08:41	03:58		04:52	08:50	03:58	05:05	09:03	02:34	26	9
34	Mark Walker	Shaun Walker	Ford Escort	R2		04:05	04:44	08:49	04:19		04:55	09:14	04:07	04:51	08:58	03:01	27	10
41	Rhys Simmons	Jason Delaney	Ford Escort	R3	00:10	04:02	04:57	09:09	04:19		05:04	09:23	04:00	04:59	08:59	03:31	28	11
31	Ben Lewis	Gerard Childs	Holden Gemini	R2		04:13	04:56	09:09	04:06		05:00	09:06	04:13	05:04	09:17	03:32	29	11
30	John Menzies	Stephen Kennedy	Holden Gemini	R2		04:08	05:02	09:10	04:11		05:13	09:24	04:03	05:05	09:08	03:42	30	12
16	Tony Arbon	Peter Boardman	Toyota Celica	R3		03:56	04:59	08:55	04:05		05:34	09:39	04:17	05:04	09:21	03:55	31	12
32	Stewart Hamey	Jack Hamey	Mazda RX2	R4		03:58	05:10	09:08	04:18		05:38	09:56	04:05	05:29	09:34	04:38	32	2
43	Darcy Oldham	Andrew Derry	Nissan 260Z	R4		04:03	05:04	09:07	04:31		05:35	10:06	04:27	05:30	09:57	05:10	33	3

GERMAN AUTO'S ENDURO - Results

Car	Ent/Driver	Navigator/s	Prolog	Lap 1	Lap 2	Lap 3	Sec1 Tot	Lap 4	Lap 5	Lap 6	Sec2 Tot	TOTAL	CI Pos*	O/R Pos
108	John Swinglehurst	David Swinglehurst	00:05	00:23	00:22	Fr End	DNF	DNS	DNS	DNS	DNF	DNF		
140	Mike Willett	Leigh Willett	00:05	00:23	00:22	00:22	01:08	00:35	Gearbox		DNF	DNF	DNF	
144	Laurence Svenson	Janelle Svenson	00:05	00:22	00:22	00:22	01:07	00:21	00:24	00:26	01:13	02:21	1	1
187	Ian Lawrance	Todd Lawrance/ Ian Lawrence	00:06	00:24	00:24	00:31	01:21	00:25	01:49	Hit Tree	DNF	DNF	2	
197	David Macgregor	Arthur Brabon	00:05	00:22	Fire	DNF	DNF	DNS	DNS	DNS	DNF	DNF		
253	Tony Parker	Scott Gardiner	00:05	00:25	00:26	00:26	01:17	DNF	DNS	DNS	DNF	DNF		
287	John Brand	Peter Fry	00:05	00:23	00:24	00:24	01:12	DNF	DNS	DNS	DNF	DNF		
295	Mark Andrew	Colin Gaven	00:06	00:26	00:25	00:25	01:17	00:26	00:25	DNF	DNF	DNF	1	
299	Mick Napier	Scott Coleman	00:05	00:30	00:24	00:24	01:19	Torsion Bar			DNS	DNF	DNF	
308	Warren Walker	Nicholas Lovell	00:06	00:26	Oil switch		DNS	DNF	DNS	DNS	DNS	DNF	DNF	
310	David Cannell	Matthew Cannell	00:06	00:27	00:26	00:25	01:18	00:32	Gearbox		DNS	DNF	DNF	
368	FRT/Mark Criminal	Penny Armitage	DNF	00:32	01:51	01:01	03:25	00:36	00:35		DNF	DNF	1	
537	Jim Kelly/ Desley Kelly	Kevin Lawrence/ Brendan Kelly	DNF	00:30	00:30	01:12	02:14	02:03	00:31				1	
538	Andrew Stewart	Jamie Aitken	00:12	Axle	DNF	DNS	DNF	DNS	DNS	DNS	DNF	DNF		
769	Tony Brose	Paul Leighton/ Martin Dilger	00:06	00:25	00:26	00:26	01:18	00:28	00:27	00:26	01:21	02:40	1	3
802	Ken Smith	Tony Malby-Luke	00:05	00:26	00:25	00:28	01:20	00:25	00:26	00:25	01:17	02:37	1	2

Published 12.30 pm Tuesday 6th July 1999 in accordance of the NCR's

* Competitors had to complete upto Lap 5 to be eligible for QORC

★ ★ ★ ★ ★
Congratulations!!!
★ ★ ★ ★ ★

Congratulations to Berenice Stratton for her recent election to the ranks of the Queensland Scrutineering Advisory Panel.

As certainly the best-looking member of the panel she will be a welcome addition to the crusty lads who inhabit the panel at the moment.

Berenice, as most club members will know has been an avid and important supporter of rallies and other motorsporting events for many years now and is also a member of Queensland Scrutineering Team. Keep them on their toes!!

The Historic Racing Association

by Laurie Garth

The HRA is based in Melbourne and has over 300 members.

We have our own rally championship and C.A.M.S. have based their historic rules on ours.

To score points in our championship cars must be pre December 1968 and have an HRA logbook. It is up to the competitor to prove that the car is eligible if it is protested against.

Following is the calendar for the rest of the year.

The Spring Tour

4th September 1999

A two day event full on navigation with special speed tests. A good event in which to compete!

The William Harvey

2nd October 1999

Run by the Peugeot Car Club. All navigation in forest. Usually won by a fast car with a good navigator. Hard to clean section even if you don't get lost!! All cars eligible.

The Borderland Safari

6th November 1999

Combination of accurate navigation sections on shire and forest roads and some special tests. Special tests range from Hillclimbs to Speedway to private property to closed sections of shire roads.

If anyone requires more information, call me at The Ettamogah Pub on (02) 6026 2366.



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JIMNA HIGH COUNTRY ENDURO - Svenson leads the way

by Rod Sams

Round 3 of the 1999 Queensland Long Course Championship was run by SEQORRA at Jimna over the weekend of 29-30 May 1999. The event, directed by John Hammond, has a reputation for being tough. Run on a similar format as in the past, including a night loop, the course was to take a big toll on competitors.

Only nineteen crews, a big drop on last years entry, faced the starter. Janelle and Laurence Svenson (144) set the pace with the fastest prolog from Steve Willett and Brett Wellings (249). They were followed by David MacGregor and Arthur Brabon (197). The course began to take its toll early with eight crews failing to complete the first section. Drive train problems being the main reason for retirement.

The Svensons were leading the way from MacGregor. By the end of section three only eight cars remained. This number was reduced to six by the end of the event after five sections.

Class one crews dominated the outright placings with the Svensons taking the loot from MacGregor, who had lost time due to a broken turbo oil line. They were followed by Ian and Todd Lawrence (187). First in Class two and 4th outright was Mark Andrew and Colin Gaven (295). Class 6 went to Andrew Manning and Randall Kilner (617) who finished 5th outright. The final car to complete the whole course was the flying Cortina (536) of Andy Stewart and Jamie Aitken.



Mark Twine



Wayne Barlow required more than horse power in the tough conditions



David MacGregor finished 2nd in class and 2nd O/R



David Armitage

1999 JIMNA HIGH COUNTRY ENDURO

Car No	Driver/Navigator	Prolog	Sect. 1	Sect. 2	Sect. 3	Sect. 4	Sect. 5	TOTAL	Class	O/R
110	R HARTNETT/J HARTNETT	8:45	47.32	25.47	DNF	DNF	DNF	DNF		
138	A FEHLHABER/M FEHLHABER	DNF	DNF	DNF	DNF	DNF	DNF	DNF		
140	M WILLETT/L WILLETT	8:50	47.02	DNF	DNF	DNF	DNF	DNF		
144	L SVENSON/J SVENSON	8:26	44.32	23.05	1.08.42	45.55	1.10.55	4.13.09	1	1
187	I LAWRENCE/T LAWRENCE	10:20	56.02	33.33	1.23.17	57.12	1.28.01	5.18.05	3	3
197	D MacGREGOR/A BRABON	8:42	46.02	25.04	1.08.46	45.15	1.41.00	4.46.07	2	2
242	M TWINE/G WHEATON	8:57	DNF	DNF	2.22.24	DNF	DNF	DNF	2	
249	M WILLETT/L WILLETT	8:34	DNF	22.42	DNF	DNF	DNF	DNF	3	
295	M ANDREW/C GAVEN	10:18	55.28	30.08	1.30.59	1.08.55	1.37.14	5.42.29	1	4
304	B COOPER/K NICOLL/B KILNER	9:40	1.05.19	44.06	DNF	DNF	DNF	DNF	2	
310	D CANNELL/M CANNELL	10:45	DNF	32.21	1.28.20	1.41.50	DNF	DNF	1	
321	D ARMITAGE/T ATKINS	DNF	1.08.22	DNF	DNF	DNF	DNF	DNF		
368	M CRIMINALE/B WIDDAS	DNF	DNF	51.41	DNF	DNF	DNF	DNF	3	
386	A McKAY/ R THORNTON	DNF	DNF	DNF	DNF	DNF	DNF	DNF		
472	K HUFSCHMID/C MURPHY	9:26	DNF	DNF	DNF	DNF	DNF	DNF	1	
538	A SREWART/J AITKEN/M EARLY	10:07	58.59	46.16	1.33.18	1.09.03	1.43.48	6.11.21	1	6
549	W BARLOW/S OTWAY	11:01	DNF	DNF	DNF	DNF	DNF	DNF	2	
617	A MANNING/R KILNER	10:13	55	36.23	1.37.57	1.03.28	1.35.02	5.47.50	1	5
769	T BROSE/P LEIGHTON	10:07	1.19.06	DNF	DNF	DNF	DNF	DNF	1	

COMING EVENTS

To submit events, please contact Tony Best on 3371 0367 before the 8th of the month

TOURING ROAD RALLY TRAINING DAY

The Club's second Touring Road Rally Training Day will be held on Sunday 1 August. This is an ideal way to learn more about map reading and navigation. The day will consist of an instruction session in the morning covering interpretation of instructions, car and crew preparation, timing and basic map reading. This will be held at the BSCC Clubrooms commencing at 9.00am. In the afternoon a short practice rally will be held where competitors can put into use what they learned in the morning. Everybody is welcome and the day is not restricted to competitors in Historic Rallies. It is allowable to come to either the morning session or the afternoon rally or both. *For further information contact Andrew Owen on 3379 8302 (home).*

BUCCA OFF ROAD EVENT

The Central Coast Car Club will be holding their annual Bucca Short Course Off Road Event on the weekend of the 7/8

August. This is the first round of the 1999 Queensland Short Course Off Road Drivers' Series. Bucca is situated just north of Bundaberg and the event venue is next door to the Bucca Hotel. *For further information contact Keith Honour on 4979 2253 (home).*

TOWNSVILLE RALLY

The NQ Forest Rally will be held on the weekend of 7/8 August and is the second round of the 1999 Queensland Rally Championship and the third round of the GP CARS Clubman Rally Series. The start and finish are at Townsville with the overnight stop on Saturday night in Cardwell. The Clubman section will finish on the Saturday but will include some night stages. *For further information contact Gary Hewson on 4779 8224 (Home).*

MG CLUB DAY RUN

The MG Car Club has a Day Run organised for Sunday 8 August. BSCC members are welcome to come along, particularly those

with sporting or Historic cars. For members who own cars with limited registration this is a good opportunity to take the car for a run. Navigation is very simple and good roads are used. *For further information contact Pat Walker on 3300 2914 (any time).*

TABLE TOP RALLY

The third round of the 1999 Nash Glass and Aluminium Table Top Rally Series will be held at the Clubroom on Wednesday 18 August, commencing at 8.00 pm. Competitors in Table Top Rallies have to plot a rally route on a map using a typical set of rally route instructions, once again a good way of learning more about map reading. *For further information contact Dick Owen on 3379 8430 (any time).*

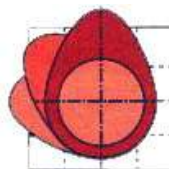
NEXT NIGHT RUN

The next round of the Interclub Night Run Series co-ordinated by the Marque Sports Car Club will be held on Friday 20 August. Start time is 7.30 pm and the start location is the K Mart car park at Cannon

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COMING EVENTS

To submit events, please contact Tony Best on 3371 0367 before the 8th of the month

Hill. Competitors in this event will score points towards the 1999 BSCC Night Run Championship. *For further information contact Carl Stecher on 3399 3638 (home).*

LEYBURN ROAD RALLY

This event is sponsored by the Bank of Queensland and will be held on Saturday 21 August and organised by the Historic Car Club. It commences with breakfast at 7.00am and a motorkhana at 8.00am. Start location is at Amberley and competitors will have a number of navigation sections and four special stages including a run on the Leyburn Sprint track. A number of different types of route instructions will be used but the map reading has been kept fairly easy to encourage novice competitors. Any type of vehicle is eligible to enter but preference will be given to sporting or Historic cars. The event will finish at Leyburn at around 3.00 pm. *For further information contact Peter Stringfellow on 3396 8718 (home).*

LEYBURN SPRINTS

This year is the fiftieth anniversary of the Australian Grand Prix held at Leyburn so the Leyburn Historic Sprints on the weekend of 21/22 August will be bigger and better than ever. The event consists of timed runs held on closed roads in the township of Leyburn. Organising club is the Historic Racing Club of Queensland and competing vehicles range from those of over fifty years ago to the present time. *For further information contact Bill Westerman on 3262 2768 (home).*

MG CLUB IRONMAN WEEKEND

This consists of a Night Run on Friday 3 September, sprints and motorkhana on Saturday 4 September and a Hillclimb on Sunday 5 September. BSCC members are welcome at all activities. *For further information contact John Davies on 3341 6798 (home).*

BAILEY POWERLINES RALLY

This event is the fourth round of the GP CARS Clubman Rally Series and will be

held on Saturday 11 September, starting at Imbil at around midday and finishing at around 6.00 pm. There will be 80 kilometres of special stages. There will be more information in the next issue of Brisport but keep the date free. Officials are needed!! *For further information contact David Nash on 5544 1111 (any time).*

UPDATE OF CLUB CALENDAR

For those of you who have not yet caught up with all the date changes, the following is a list of all BSCC organised events from now until the end of the year. Hopefully there will be no need for further changes.

- Aug 1** Touring Road Rally Training
- Aug 18** Table Top Rally Round 3
- Sep 11** Bailey Powerlines Rally
- Oct 9** Cooloola Classic Rally
- Oct 20** Table Top Rally Round 4
- Oct 24** Spring Historic Rally
- Nov 6** Rallysprint Round 3
- Dec 4** Gallangowan Rally/QRC
- Dec 11** BSCC Christmas Party



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For Sale

1990 Mitsubishi Galant VR4
Rally rego, white, 100,000 klms, \$7,500. *Phone Geoff Cook on (07) 5520 0455 (b/h) or (07) 5535 7769 a/h).*

FOR SALE

HALDA SPEED PILOT

Of 1972 vintage this unit is complete with all fittings and has done only five events (in a 180B SSS). It is in very good condition. *Phone Board Member Jamie Macfarlane on 3272 2020 (a/h).*

FOR SALE

Del and Peter Garbett's lovingly maintained 1997 Holden Astra, TR model. Built by Opel this 1.6 litre 5 speed manual hatchback in white has factory air cond., power steering, remote central locking, current registration, is one owner with log books, 70000k, 3 year/100,000k factory warranty. The Astra is thrifty motoring but is being offered for sale to provide a parking space for company car. *Phone Del or Peter on 3808 1538 (a/h) or 0417 620 509.*

FOR SALE

1986 Holden Commodore VL
Sedan, genuine family car, 130,000 km, Executive with power steering, a/c, t-bar auto, tinted windows, AM/FM stereo CD, new exhaust 6 months ago, reco alternator 12 months ago, registered to October 1999, towbar, genuine reason for sale at a great price. \$3,950.00. *Phone Tom Smith on 3235 1229 (wk) or 3862 9363 (hm).*

FOR SALE

1977 Ford Escort Mk. 2 (Euro.)
4 door sedan, white duco in good order, 1600, 4 speed - mechanically good, no rust in hanging

panels but a little in the floor (hey, that's normal), cowhide pattern seat covers, great restorer for either second car or recce car, totally unobtrusive. \$350.00 yes, that's right \$350.00 drive away. *Phone Tom Smith on 3235 1229 (wk) or 3862 9363 (hm).*

FOR SALE

1985 Holden Camira, 030-ESG
1st P3 & 4th Outright in the 1998 QRC. Four throttle injected 2.0l with good horsepower, straight cut close ration 5 speed limited slip 4.5:1 diff, 4 wheel discs and pedal box, Proflex suspension, underbody protection, Momo seats, Sabelt 3" harnesses, light pod, 10 wheels, 15 tyres, lots of spares. Nothing to spend. Ready for results in Qld F2 Championship or Junior Challenge. \$14,000. *Phone Richard Galley on (07) 3888 0125 (b/h) or 0412 370 354.*

FOR SALE

Mazda Capella Rally Car

Set up for sprints or long distance. 2000cc motor, racing clutch and LSD, VHF radio, trip meter, 8 mag wheels, plenty of good tyres and lots of spares. \$3,000. *Phone John Meehan on (07) 3367 1388 (bus) or 0418 194 846.*

FOR SALE

- Datsun R180 diff, 4.6 ratio, new cone locker mechanism, excellent condition - \$560.
- Second hand Maxport rally tyres 205x60x15 - \$50 each.

Phone Ray Curtis on (07) 5446 6145.

FOR SALE

1990 Mitsubishi Lancer 4WD
16V Twin Cam MPI Current rally rego Never damaged 90,000 klms Spare rims & tyres. \$8500. *Phone Geoff Cook on (07) 5520 0455 (b/h) or (07) 5535 7769 (a/h).*

FOR SALE

Mazda 323 \$9,500. *Phone Glen Duthie on 5482 8298 (home).*

Daihatsu Charade \$11,000. *Phone Mark on 3207 3404 (a/h)*

See the March or April 1999 Brisport for further details on these items.

FOR SALE

RALLY TYRES SILVERSTONE FALKEN

13, 14, 15 inch sizes - from \$50
New & Used Tyres

*Ph: Jeff Kilbride on
07) 3266 2333 or 0407 749 827*

Stuff Wanted!

2nd hand tyres to suit Gemini (Bridgestone RE46R 165SR13)
2nd hand Terraphones
2 x 2nd hand Rally seats
Contact Jamie Carruthers on 0418 739 181

Terratrip (any model). *Contact Bradley Gilliam 0417 002 335 or 3341 8978.*

Engine Management Computer ie: Motec, Haltec, Autronics, etc. *Contact Mark Moddejongen on (07) 3881 0061 (work) or 0417 604 426.*

Henry van Roden of the MX5 Car Club is looking for a navigator for the Leyburn Rally on 21 August and the Indy Car Classic Rally from the 9th to the 15th of October. He has a competitive car and competed in last year's Indy Car Rally gaining a good result. *Henry can be contacted at work on 3844 9180 or at home on 3397 6838.*