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August 1999 Newsletter

RALLYING - TOWNSVILLE STYLE

by Tom Smith

Once again the tropic climes of the far north beckoned the Queensland Rally Championship field as the Twin Cities Autosports Club held the most northern round of the state series for the fourth year in succession.

The NQ Forest Rally has been something of a favourite for regular competitors due to the fact that it's always a good time to be had, the competition is good and the rally roads are testing. Testing is an understatement, if you consider the need to keep your foot glued to the throttle on some of the stages for as long as you can - the 200kph plus roads in 'Kennedy' are some of the straightest and smoothest around. The similarly smooth roads in the Ingham Forest are fast and flowing, and would certainly suit a World Rally Car - they are that good!!

A full and competitive field of 43 fronted the starter on Saturday 7 August at the Townsville Civic Centre, with the first 12 or so turbo, 4wd

cars and all capable of pulling off a win. The other classes were extremely well catered for with Suzuki Balenos lying around thick on the ground, and the local north coast representation looking very healthy indeed. Something is going right up there in the north.

With scrutiny a Thursday and Friday night affair at the local K Mart Auto, it left time for those in town early to get some local tucker, and don't they feed you well in Townsville - everything comes in BIGGGGGG serves. 'Pizza Napoli' is a favourite, and 'Tim's' is also a good choice - enough food to more than cover the whole plate.

The weather was looking slightly dicey with clouds and some rain smattering the windscreens, but we expected that as the rally seems to always bring out rainy weather for the event. The media day on Friday turned into a busy little event with lots of local media and others out for a try in a fast rally

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THE CLUB CAPTAIN'S CORNER

BY PETER GARBETT

As I write this the Rally of Melbourne is just hours away and on behalf of the Queensland rally community I wish Adrian Bukmanis all the best in his first RoM in the Subaru. With regular co-driver John Ahern overseas at the moment Adrian is being partnered this time by one of the most promising young co-drivers around. Gareth Monaghan of rally.com.au fame is calling Adrian's notes. Gareth may have only been in a handful of events but his methodical unflappable style is earning him a reputation as one who is already in demand. Gareth, who is webmaster for the sites of Silverstone Rally Team Australia (Jeff and Donna Kilbride), Del Garbett Rally Sport, and

Pro-Rally (Glenn Brinkman), has competed with the likes of Shawn Urquhart and Glenn Brinkman and with references from drivers of their calibre Adrian should rest comfortably in the knowledge that the left hand side of the Subaru is in good hands.

Stewart Reid, with Michelle Murphy alongside, is also lining up in Melbourne in the Evo VI and with the skill and speed for which Stewart's become known, should be among the front runners as usual. Michelle needs no introduction as a multiple NSW champion who normally sits beside Miles Sandy. Club members Jeff and Donna Kilbride have joined the ensemble of Stewie

supporters for Melbourne to lend their experienced hands as backup.

A number of other Queenslanders are scattered among the entries, including Iain Stewart who's alongside Group N specialist Ed Ordynski (SA) in an Evo V, Rod Biggar and Gerard McConkey who are co-driving for Ian Menzies (NSW) and Denise Collins (SA) respectively, John Goasdoue and Glen Weston in the familiar Lancer Evo III, and the well known pairing of Peter Menzies and Stephen Kennedy. Again, Good Luck folks!

Townsville is now history (not the town, the QRC round for '99), Ian Wright

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

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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.

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and Paul Young were ahead at the finish (which was quite close with the first four places all on the same minute). Bruce Dummett and Tom Smith were next from Bruce Fullerton and Hugh Reardon-Smith, the latter sporting some panel damage from the media day rollover. The media day produced a few other dramas in terms of mechanical failures including Steve Wall's Impreza with a clutch problem and Andrew Theo's Lancer with a centre diff failure. The latter made use of the facilities at Ian Ogilvie's workshop at Garbutt and was able to effect repairs to allow for a start the following day. Unfortunately for Andrew and co-driver Robert Tindal their great run came to an end with the wheels off the ground on one of the Cardwell stages on Sunday. Steve Shephard and Dom Corkeron were the last of the four on the first minute before the remaining top ten began to string out over the next eight minutes. Fifth place to tenth were Steve Scott/Rai-Mon Sayer/Subaru, Richard Galley/Tim Kay/Evo III, Pete Mapstone/Ross Perry/Lancer Evolution, George Shephard/Del Garbett/Evo V, Steve Wall/Mick Bruce/Impreza and the colourful Baleno of Mark Neary/Gary Hamilton.

The Townsville community turned on

the welcome to us southerners and while most stayed at the Mercure Inn HQ for the rally, Donna Kilbride and I enjoyed the hospitality of the Ogilvie family (Ian, Jan, Shane and Janita). Of our weekend all I can say is Donna and I are still drying the tears of laughter that commenced when we boarded the plane in Brisbane and which didn't stop flowing until the eagle had landed back in Brisbane. Honestly, I could write a book about the five days as we saw them - but I won't or DK will probably kill me. And Donna, don't give me a hard time - remember I have THAT photo.

While I won't be able to help because of prior commitments in Tassie, I implore you the members of the BSCC to come out in force with offers of assistance for the Bailey Powerlines Rally on 11 September. This is one of the longest running annual events the Club has conducted and it has built a reputation, even from its early years, for good organisation, great roads and a compact nature. Please, if you are not competing or servicing, I ask that you make one simple phone call to Esme at the Club on 3846 0233 or Del Garbett (a/h) on 3808 1538 to volunteer your services. We are especially looking for road blocks (don't forget what great private viewing these locations offer),

spectator marshals, and bodies to help out with assorted duties at HQ. There have been some changes in the town of Imbil recently, since the ARC, and Del tells me that if you haven't been to Libby's Country Kitchen lately you're in for a surprise. Del and Esme are waiting for your calls - go ahead, make their day.

Alan Bates

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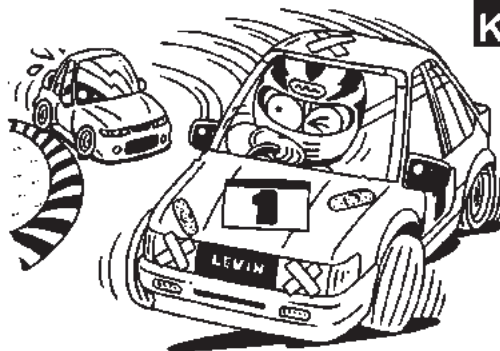
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This month we begin the first of our "Whatever happened to..." articles. These will be people who were around for ages then dropped off the face of the earth, and every now and again you just wonder about them. If there is anyone you have wondered "what happened to...", contact the Brisport team and we will endeavour to find out.

WHAT EVER HAPPENED TO... LAURIE GARTH???

What ever happened to Laurie Garth or as some might say; "Who is Laurie Garth" . Well let me tell you. I started rallying way back in 1967 and I joined the B.S.C.C. the same year and remained a member until a couple of years ago. We moved out of Brisbane for various reasons and settled in Tenterfield, Northern New South Wales in 1998 where we lived for five years. During this time I travelled to Melbourne for some rallies, which is a trip of about 1300km each way, to compete in events that were of a navigation style. So you can see that I am a keen old style navigator. We now live in Albury (we were headed for Bendigo and stopped in Albury for a while and decided to stay) and travel down to the Melbourne area for the events. It's about a three hour drive down the freeway.

On one of these trips for the 'Ottways rally' at a meeting after the event, a group of us competitors decided to start a car club for 'Historic Cars' and so the Historic Rally Association was borne. The HRA has gone from strength to strength and now would be one of the strongest car clubs in Victoria, if not Australia. The HRA, amongst other things, runs its own club rally championship consisting of six rounds, for club members. Members also compete in historic cars in other club events ranging from touring assemblies to Vic rally championship rounds. The current rules for historic cars were formulated by the HRA and adopted by CAMS. The HRA issues its own log book for its members cars. No log book no points. It is mainly a gentleman's agreement but checks can be made if warranted.

Basically the classes are divided into two groups. **Cat 1/** up to 31-Dec 1967, and a post historic group **Cat 2/** 1968 to 1975. The latter group has a great deal more restrictions than the former group so as to keep expenses down as well as restricting the power output, This allows the forestry to let us use areas of the forest that otherwise would not be available. The **Cat 1/** cars are divided into 4 classes; A to D: While **Cat 2/** cars are all in the one class. The club champion comes from **Cat 1/**.

Basically the events are of two types **1/** road touring style events which are held on public roads with no

timing but extremely accurate navigation involved. **2/** Timed forest events on maps. The Spring tour, for example, is an all bitumen two day event. In 1998 it started at Ballarat at 8:00 am Saturday morning with a timed blast through one of the parks that had been closed to the public for a few hours and the section included 2 mortorkhana style, forward bending events. The quickest time on this section won the section and was awarded 100 points, second 99 points etc. A short route-chart section followed to a speed event around a bus terminal where the timing was the same and first was awarded 100 points and so-forth.

A section of about 250 km with about 35 vias followed which took us to Colac the winner of the navigation section received 100 points. A blast around the local sale yards timed as previously finished the day. Next day started at Camperdown with a run up a hill-climb, a blast around an industrial estate; both timed to the second, then navigation all morning back to Colac for a motorkhana section. Then after noon navigation back to Geelong for a mid afternoon finish. This particular event is all bitumen, but other road touring events are a bit of everything. We are finding that a lot of young people are now joining the association as they can compete for a reasonable cost. Cars in both groups include various Peugeots, Escorts, Cortinas, Volvos, rovers ,Triumphs, Hillman imps, Beletts, Datsun 1000, 1300, 1600, 240'z, HT Holdens, HR Holdens, Ford Mustangs, Ford Falcons Saabs and many more.

The forest events usually are in the same forests i.e.. Strezleki ranges-southern Gippsland, Heathcote forest - north west of Melbourne near Bendigo, The area between the Marondah and Melba Highways - north east of Melbourne. The high country around Mt. Buffalo, The north east area near Bright and the area south east of Wangaratta. I'm trying to get an event organised up here for 2000 which will be two days of navigation..

So if anyone of the "old gang of desperates" were wondering what happened to Laurie and Midge now you know. You might read of my exploits occasionally in the magazine occasionally

Laurie Garth

Seen and/or Heard in Townsville...

by Peter Garbett

- 1 Board Member seen at Townsville airport on Monday morning who, if any whiter around the face, may have qualified for ghost status. No names but clue is she's married to another Board Member.
- 2 Club Member seen in passenger seat of car "Russian" through Townsville intersection on Sunday afternoon with gravel flying from front tyres.
- 3 Board Member travelling along a long Left 4 in Townsville suburb with no hands on steering wheel. No names but married to airport "ghost" above.
- 4 Ice Cream eating competition in Ingham between Townsville Club member, BSCC club member (in 2 above) and Board Member (in 3 above) won by Townsvillian (5 scoop cone) from Board Member (triple scoop) with Club Member (in 2 above) a lousy third.
- 5 Club Member giving last minute buff to new yellow paint work of his rally car at media day.
- 6 Competitor referred to by lady control official "I remember that car, it came in behind a tow rope with the slimmest lady 'navigator' I've ever seen."
- 7 Comment from NQ driver to BSCC co-driver towards end of SS3 "Shut up and hang on, we're going to have some fun..."
- 8 Competitors whose rally was a crashing bore - um, boar. Car was handling like a pig after incident?
- 9 Board Member discovered that Townsville has its own "Big Balls" stage.
- 10 Seen at Stop Point on SS13 CAMS Steward participating in hopscotch while another CAMS Steward
- 11 State Council Chairman and Qld Rally Advisory Panel Chairman apparently taking up historic rallying (more video evidence).
- 12 Northerner proficient in consumption of ice cream bitten on leg by snake in Cardwell Forest on Saturday declined invitation to join hopscotch game at SS13.
- 13 Townsville driver off his face Saturday night according to co-driver - no names but son also driving in event.
- 14 Board Member and Club Member acting out "Fantasy" on Castle Hill (still more video evidence).
- 15 Board Member and Club Member seen trying on the latest in designer jackets with Queensland Raceway logo. One size fits all (panoramic video evidence).
- 16 Possum runs into trees at NQ Rally.
- 17 Heard best impersonation (of who/what is best not printed here).
- 18 Heard driver complain of cramp in left leg but co-driver not obliging in massage.

Answers at bottom of page

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"THE SHOW'S THE LIMIT!"



KILBRIDE'S NORTHERN ADVENTURE

by Peter Garbett

Monday 9 August 1999: Silverstone Rally Team Australia Co-Driver Donna Kilbride was one of a dozen lady competitors in the Channel Ten NQ Forest Rally on the weekend of 7/8 August. Although Donna and regular driver, husband Jeff, have stepped out of Class P1 this year and joined the ranks of P3 competitors in the ARC, the current Australian P1 champ who claims she holds a degree in Domestic Engineering, briefly rejoined the class which had been so kind to her in the last two seasons.

Townsville's Ian Ogilvie recently completed his Datsun 1200 Coupe project and was naturally hopeful of a decent result. Despite the slightly more generous power output of Ogilvie's car

than that which Datsun produced in the early seventies, he still sought a co-driver with as little weight as possible in an effort to maximise the vehicle's potential. The quiet North Queenslander was pleased indeed that not only was this requirement met, but that he was to benefit from the experience of such a seasoned competitor as Kilbride.

So impressed with the preparation and presentation of the pretty Datsun was Chief Scrutineer Alan Staib that the latter offered hearty congratulations to Ogilvie in front of a crowd of people at scrutineering. The car and its crew continued to impress the following day during the opening stages of the event as spectators and course officials alike stood in awe of the performance of the car and the 'Oges' driving style.

Unfortunately, the entry was sidelined prematurely with a suspected camshaft related problem. Kilbride commented that "there was no noise, it just

stopped as if someone turned off the ignition".

Day Two saw the ensemble's spectating also cut short when the organisers enlisted the services of Donna, and Silverstone Team Manager Peter Garbett (who travelled north with Kilbride) to operate a Stop Point west of Ingham. Always ready to put something back into the sport, Donna and Peter were quick to respond to the call and immensely enjoyed the experience 'from the other side of the fence'.

South Queenslanders Ian Wright and Paul Young in the P6 Galant VR4 were popular victors of the rally in which the first four places were separated by less than one minute.

Channel Ten, as naming rights sponsor for the rally, were of course present at the media day and the ensuing feature that went to air that night was of considerable length and varied content. During the segment Kilbride not

Continued next page...

Blair M. Salter

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...from previous page

only spoke of her involvement as a competitor but expanded on the virtues of the rally in terms of spectator value and organisational quality of the event which has become a popular annual occasion with the local community.

Although naturally disappointed with her retirement, Kilbride was nonetheless philosophical about her first North Queensland event. Her impressions of the car and Ian Ogilvie as a driver are so positive that they are largely unprintable. . .

The Silverstone Rally Team Australia gears up now for their next goal - the Saxon Safari Rally in Tasmania on 11/12 September.



MEDIA RELEASE

KILBRIDE'S JOINS NORTHERNER

by Peter Garbett

Class P1 Australian Rally Championship winning co-driver two years running, Donna Kilbride, is becoming increasingly sought after of late. This county's rallying community is well aware of the rallying successes achieved by Donna and husband Jeff in the last five or six years. Consecutive national P1 titles in the Suzuki Gti created an impressive chapter in their resume. In 1998 Donna commenced co-driving for the renowned Jo Cadman at events as far apart as Gallangowan and Bega when Jo's regular co-driver Liz Swanton was unable

DUMMETT-SPORT

by Tom Smith

One of the interesting things about the result in the Townsville QRC was that, at the end of the weekend the top two cars were beats of the Bruce Dummett workshops in Nambour.

The VR4, driven so well by Ian Wright and Paul Young has had a lot of tidying up and touches of development, but the car is that which was driven so well by Bruce for a number of seasons here in Queensland. It has actually been to Townsville twice, but on the first occasion nearly got wet in the crocodile creek at the end of the first special stage in town, and on the second visit was leading the event before a throwout bearing failed. The Evo. 3 Lancer which finished second this year in the hands of Bruce and myself went up there last year but fell over in the first Ingham stage and finished early. It was important for us that we brought the car home straight and with a good result and the second place is satisfying for 1999.

to attend.

A chance discussion between Silverstone Rally Team Australia Manager Peter Garbett and Townsville's Ian Ogilvie has lead to an arrangement which will see Kilbride accompany the likeable North Queenslander in the second round of the QRC. Ogilvie, who Garbett co-drove for in Townsville last year, was able to secure Donna's services as the NQ Forest Rally is not on the Silverstone Team's schedule. The NQ Forest Rally will start and finish in Townsville on the weekend of 7/8 August. The bulk of competition will centre on the smooth fast roads of the Ingham and Cardwell areas. The latter town is the venue for the Saturday night stopover. More information on the popular event can be obtained from Steve Cruttenden on 0416 252 047.

Last year the Lancer was going like an absolute rocket-ship with more power than it has seemed to have ever had before. At the moment the car is quick and driveable, with a newly fitted front LSD to help keep it stable.

Everything worked brilliantly and all the crew did all weekend was feed it water and fuel with an occasional tyre or two.

I AM A WOOSS!

by Tom Smith

It was 'Exhibition Day' in Brisbane and what is everybody doing? Going to the show, the Ekka, the place of colds and flus and sample bags.

Not the Smith family!

We have two girls aged 7 and 4 and do you think we're going to that busy little corner of the wordl - not a chance! Instead we went to Dreamworld where the rest of the western world was trying to have a day of rest and relaxation! The beauty of Dreamworld is that you only pay one exhorbitant entry fee and then everything is free - well almost everthing anyway. There are some games and entertainment thingies that cost bucks galore and you wouldn't want to buy an ice-cream, believe me!! Anyway, having two small children means that the rides are a big fave! They have rides which go up and down and round and round and of course, I have to go too - that is the job of the brave father figure. It must be centrifugal force, but I think they don't suit my metabolism. I felt sort-of-queasy on the roundy-roundy thingo, and just as bad on the chair-o-plane. The kids think it's just dandy but give me an Evo. 3 any time, please.

I am happy in a rally car and can happily ride along at 160 kph on the dirt, but carnival rides spook me bad!!

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car - and most were very pleased with their rides!! Unfortunately Bruce Fullerton's Subaru WRX fell over onto the roof and both sides when he clipped a tree on the last corner of his last promo run. It bent some suspension and lightly damaged the car, but a late night and early morning got the now-yellow Subaru ready for the startline.

Saturday dawned brightly and the field drew a large number of spectators on the road nearby who watched the 1.5 km super special stage. With a cash prize of \$200.00 on offer, it was the Evo. 1 Lancer of Andrew Theo/Rob Tindal who won the bucks by one second from Bruce Dummett/Tom Smith.

With that out of the way it was a run up the Bruce Highway to Ingham for the first two stages, and then to the forest of Cardwell, half way to Cairns. On the Ingham stages, it was Theo/Tindal and Ian Wright/Paul Young (VR4) who set the pace and this would continue for the rest of the day. Steve Shephard/Dom Corkeron (Evo. 5) actually set a blinder on the first, but Steve thought he had a flat on the second and backed off, to lose half a minute to the field. To the end of the second Ingham stage the whole field was still on the road -

good news!! The 4wd's were naturally setting the times up front and the Suzuki Balenos of the Keema team and Mark Neary seemed to be the best of the rest.

There were some interesting cars in the field including the ex-Boxhead Toyota Supra, a (brand) new Datsun 1200 for Ian Ogilvie/Donna Kilbride and an ex-Repco (1979) Volvo 242 GT found by the 'Box' under someone's house somewhere. He paid \$500 for a clunker and the new owner has the Volvo factory chasing him and asking him if they could please purchase it when he's finished with it!!!

A few of the 2wd's were going well including Hugh Scott/Andrew Hogg (Datsun 1600), David and Leanne Kayess (Sprinter) and locals McCarthy/Harrison (Mazda 626) and McCubben/Nicolosi (Stanza). After a great day of day and night rallying over about 100 competitive kms the running order at the overnight Parc Ferme in Cardwell was Wright/Young, by just 5 seconds to Theo/Tindal, then 49 seconds to Dummett/Smith and just 2 seconds to Fullerton/Reardon-Smith, and another measly 16 seconds to Steve Scott/Rai-Mon Sayer (WRX) and 13 seconds to Steve Shephard/Dom Corkeron. It

seemed the whole rally was very close with everyone just seconds apart from each other and having a ding-dong battle. There had been a few retirements through the day, but these were limited to mechanical failures like engines failures etc. I think everyone was too scared on the long fast bits to even think about crashing. Some of the other excitement during the day included Eugene Rutland hitting a feral pig in his Toyota Trueno, and Ken 'Stumpy' Long (co-driving for Daniel Callinan) getting bitten by a snake in long grass when he and Daniel were pushing the Carrigan boys back onto the road!!! Only in Townsville.

On the Sunday we had an early start with more stages around Cardwell and the same two at Ingham before heading south to Townsville for the finish. Unfortunately Andrew/Rob crashed out on SS12 with a gentle roll on the last corner of the stage. At that time they were still having a great tussle with Ian/Paul and it could have gone either way. A timing whoopsy on SS12 showed Bruce (Dummett) to have a lousy time compared to the rest of the field when it really was a cracker. A download from the clock's memory showed a correction which eventually made the difference between fourth and

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second outright - phew!!!!

After something like 165 competitive kilometres over two days, the top five were separated by just 87 seconds!

Ian Wright/Paul Young (VR4) deserved their win on 1:15:12, from Bruce Dummett/Tom Smith 1:15:27, Bruce Fullerton/Hugh Reardon-Smith 1:15:55, Steve Shpeheard/Dom Corkeron 1:16:04 and Steve Scott/Rai-Mon Sayer 1:16:39. The next set comprised Richard Galley/Tim Kay (Evo. 3), Pete Mapstone/Ross Perry (Evo 1), George Shepheard/Del Garbett (Evo. 5) and Steve Wall/Mick Bruce (WRX). Mark Neary/Gary Hamilton were the first 2wd and F2 finisher from Tony Kabel/Greg Tebble and Henry Ryman/Rod Biggar.

As usual it was a fun time in the north and very satisfying to travel so far and bring home a sound result.

The people from the club have a great time and they are well supported by the local Channel 10, local businesses and volunteers. This year it was Gary Hewson who put in the time and energy to act as Clerk-of-Course, but as always helped by the core of the club including Ed Hetherington, 'Stumpy', 'Heckler', 'Box', 'Goof' and the rest, whose nick-

names elude me.

Finally a word of thanks to Peter Marcovich who again took on the role of Course Checker for the event and ensured that everything was in the right place at the right time. He was also helped over the weekend by his right-hand-man Barry 'Baz' Neuendorff - what a team! Hopefully the event will again be on the QRC calendar for next year. If intending competitors want some fast and exciting roads, make the trip. I think the boys have almost taken my hints about chicanes though!!

THOMPSON HEADS SOUTH

by Tom Smith

Our resident club politician Cameron Thompson has taken up the offer of another very exciting job as co-driver in the Tasmanian round of the ARC Super Series.

Cam has been in and around just about any rally car which moves over the past few seasons and capped it off with a ride alongside Bruce Dummett at Falken Tyres Rally Queensland, where he did a sterling job. Recently the opportunity arose to sit alongside Jason Walk in the Tassie round, which is also the decider for the ARN Junior Rally Challenge. This event will bring all those young talents from over Australia who have won their respective state 'series' to compete against each other on the quick Tasmanian roads.

Jason, who has shown an amazing turn of speed in his Toyota Corolla Levin this year was looking for a co-driver with pace-note experience at ARC level and Cam's name came up. After checking with two important sources of approval - John Howard and wife Sharon, not necessarily in that order, the nod was given.

Jason's Corolla was damaged quite badly at Rally Q. and the car has been re-shelled for the big final. It is very powerful and very quick and Cameron will be a helpful addition to the team effort.

Personally I feel Jason is probably the favourite for the ARN title which carries something like \$16,000 in cash and prizes for the fastest state winner. Included in the prize haul is a trip to Rally Oz, with a Privateer Incentive Package, and if Jason's WRX is ready to make the event after it's Playstation Round Australia experience in 1998, it will be a great machine to do the job.

You never know, Cam might be available for that weekend too...

Best of luck guys!!

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COMING EVENTS

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

Summary of Events

Aug 20	Interclub Night Run	MSCC
Aug 21	Leyburn Road & Sprints	HRC
Sep 3-8	MG Club Ironman Weekend	MG
Sep 11	Bailey Powerlines	BSCC
Oct 9	Cooloola Classic Rally	BSCC
Oct 20	Table Top Rally Round 4	BSCC
Oct 24	Spring Historic Rally	BSCC
Nov 6	Rallysprint Round 3	BSCC
Dec 4	Gallangowan Rally/QRC	BSCC
Dec 11	BSCC Christmas Party	BSCC

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 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 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).*

Stuff for Sale!

FOR SALE

Gemini shells

Two 4 door Gemini body shells (TE model). *Phone Jason Page on 0414 656 767.*

1

FOR SALE

Tyres & Wheels

15 x 205x65x15 Falken Rally Tyres (2nd hand), soft and medium - \$50 each.

13 x Compomotive wheels to suit Mitsubishi Lancer - \$125 each. *Phone Andrew Theo on (07) 3883 3133.*

1

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).*

2

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.*

2

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).*

3

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).*

3

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).*

3

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.*

4

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.*

4

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.

4

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.*

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RALLY TYRES SILVERSTONE FALKEN

13, 14, 15 inch sizes - from \$50
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Ph: Jeff Kilbride on (07) 3266 2333 or 0407 749 827

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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.*

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