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THE NEWSLETTER OF THE
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September 1999 Newsletter

RALLY STUFF FROM MELBOURNE

by Tom Smith

Once again the Editor-in-Chief has dropped an E-Mail into cyberspace telling we who shall obey that the time is ripe for the writing of interesting articles for the next issue of Brisport. As one of the legion of drones, who am I to disobey? Therefore I sat down and thought about what had happened lately which was worth writing about. The Rally of Melbourne seemed like a good topic because a few Queenslanders went down there and competed - and did bloody well, so it would seem. I won't go into depth about the fantastic performance of Stewie Reid and Michelle Murphy, due to the fact that I think our Club Captain Pete Garbett has his finger on the pulse and may have already put the words down elsewhere. Needless to say, Stewie and Michelle (in their first event together) finished third outright for the weekend and first 'Privateer' but were apparently ignored at the post-event function by the organisers!! This was not a good thing, and after some terrible setbacks Stewie deserves some recognition. Johnny Goasdoue and Glen Weston went southwards in the 'obsolete' Group N

Evo. 3 and once again proved they could do the business by coming 5th outright on day one and falling back to about tenth on day 2. Johnny seemed pretty happy with the result after all, but again it seemed destiny had it in for the Queenslanders. John and Glen were seeded as the first of the 'unregistered' ARC Super Series crews - that is, with the seeding/numbering system the way it currently is they haven't paid CAMS their \$500 fee so they get to go first of the 'rest'. The original regs said this position would be after the last (and fastest) of the Corolla Cup cars, and with a larger gap of at least 4 minutes. Apparently the Stewards thought otherwise and were about to send the Hilleng crew off with a 2 minute gap. Arguing and protesting the matter until midnight on the Friday night did nothing for the boys' demeanour nor their awareness on Saturday morning. In addition to that it seemed that visiting NZ driver Stumpy Holmes (who should have been back probably one spot behind John) was about to be given a higher seeding be-

Continued Page 5...

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THE CLUB CAPTAIN'S CORNER

BY PETER GARBETT

Hi folks. I remember Editor Karen sending me an email reminding me of the upcoming deadline for submissions to Brisport. Rather than leave it to the last minute and inconveniencing her as I traditionally have done, I began writing this a couple of days back because I knew I'd find a shortage of time to do so while preparing to leave for Tasmania

Now I did have most of this report written but have since found a couple of things have changed in the last couple of days. Not the least of these is the unfortunate change of date for the annual Bailey Powerlines Rally. Due to the rather damp conditions in the Imbil area of late the Club has been forced to apply for a change of date to 30 Octo-

ber, and a change of venue to the forests surrounding Yarraman.

By the time you read this obviously the results of the Saxon Safari Tasmania will be known. A field of 46 has entered for the grand final and while this may seem a little small the quality of same is quite good nonetheless.

Again we've a strong Queensland presence at an interstate ARC round this weekend as Iain Stewart (with Ed Ordynski), Stewart Reid, Bruce Fullerton and Hugh Reardon-Smith, Gerard McConkey, John Goasdoue and Glen Weston, Jason Walk and the rallying politician Cameron Thompson are all among the Tasmanian round entries.

Rob Bekker, Brad Reinke and I are attending at the invitation of the Kilbrides on the proviso that we contribute something towards them achieving a decent result in F2 and P3.

Board Member Del Garbett has just completed the Peter Rogers Real Estate Bathurst Rally co-driving for Jo Cadman in the VR4 and placed a creditable 12th outright following a number of problems throughout the event. A lack of brakes persisted for three stages before it was able to be rectified. A stage and a half with a broken rose joint and drive shaft slowed them further. Del commented that the broken Terratrip for the

Continued next page

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

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PRESIDENT'S PIECE

BY ROD SAMS

It looks like Imbil is looking to take out the title as the wettest place in Queensland this year. Unfortunately heavy rain over recent weeks has caused the postponement of the Baileys Rally to be run on the weekend of the 11th of September. While this is a disappointment for David Nash and his crew of helpers, the event will now be run on the 30th October (weather permitting). With these changes we are facing a very busy end of the year

Many of you maybe aware that the State Government is in the process of developing Regional Forest Agreements for South East Queensland. These Agreements are aimed at putting in place management processes for the sustainability of the forest and their future use. As we are dependent on the use of the forest for our rallying activities, we need to have a keen interest not only in the outcome but we need to input into the process to ensure our use of the forest is preserved.

While there has been extensive lobbying from the timber and "green" front, the third major user the forest, those who use them for recreation purposes have not had as strong a voice in the process. It is surprising the number of different groups and individuals who use these areas. A group called Environmental Access for Recreation Federation Inc. (EAR) have been actively lobbying the government and providing input into the process. They recently held a Recreational Forest Users Forum at Rocklea which was attended by a number of Club members. Speakers at the Forum included Rod Welford (State Environment Minister), Vince Lester and Cameron Thompson.

The Board decided that, as these issues are at the core of many of our activities it would be appropriate that the Club becomes a member of EAR. Errol Bailey and myself are attending their meetings. Issues have been raised at Rally

Panel and at State Council. However all members need to be aware of what is going on and provide input where possible.

While we have a good working relationship with DNR at present this will mean nothing if there are restrictions put on where we can rally or we lose access to the forest.

Captains Corner continued...

final three stages had no real effect on their result. Earlier in the rally the pair did explore a road that the organisers hadn't intended them to. A number of other competitors also made use of this and other wrong roads including eventual winners John Mitchell and Col Trinder.

Due to the distance from home and the relaxed mood I'll be in at Tassie, I'll find it a little difficult to keep track of what's happening at home. Hopefully though, I'll have some worthy contributions next month.

G'bye for now.

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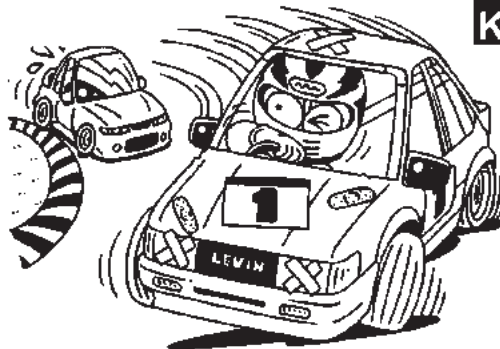
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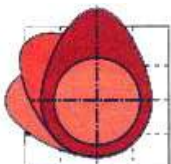
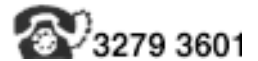
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cause he was 'a local' in the eyes of the stewards. The fact is that as an international visitor to the event he picked up a Victorian licence to compete!!! Ah, I get it.....no I don't!! On the good news side of things - Adrian Bukmanis continued his run of success in the Future Group Liberty RS Turbo with 10th on Saturday and 12th on Sunday (I think). Bukky had to rope in a replacement co-driver when John was called overseas and only returned on the Saturday of the rally. I understand the yellow Subaru is straight and ready to run it's next event, and Bukky is proving that he's no flash in the pan. Dom Corkeron also jagged a ride with Bruce Watman in the 1hd Evo. 5 lancer but they were non-finishers after an off in Acheron Way. Pete Menzies/Stephen Kennedy also took the yellow 1600cc Gemini down for the time of their lives and performed very well in a range of climactic conditions. The boys say they would return at the drop of a hat!! Maybe in a quicker car next time to put the heat on the F2 boys???!!!! I'm sure there will be other Melbourne news in this mag, and I apologise if I've omitted anyone but these are the people I know about (a little). Well done to all who competed!!

THE JO AND DEL SHOW

by Peter Garbett

Sunday 15 August 1999: Earlier today while most of this country's rally fraternity was either at the Rally of Melbourne or following it on television or the internet, a deal was being finalised that will see Australia's foremost lady rally driver Jo Cadman joined for the 1999 Peter Rogers Real Estate Bathurst Rally by leading co-driver Del Garbett.

Jo's regular partner Liz Swanton's work commitments preclude her from taking her usual seat in the familiar Galant VR4 for the 6th round of the Silicon Graphics NSW Rally Championship so Jo was forced to instigate a search for a stand-in co-driver. It was Del's husband Peter who approached Jo without his wife's knowledge. Del has been burning the candle at both ends in recent times, busy with her new job at George Shephard's GSA Wholesale Suspension and organising the renowned Bailey Powerlines Rally which utilises the traditional Rally Queensland roads around Imbil, as well as performing her endless tasks as housewife and mother. With this in mind Peter surmised a weekend away would be a nice break for Del.

Jo and Del were equally overjoyed with the prospect of competing together. Garbett claims that Jo is an inspiration not only to women in motor sport but is an outstanding ambassador to rallying. "I'm really looking

forward to having Del in the car for Bathurst" claimed Cadman. Keep rally.com.au at the head of your bookmarks for the ladies' progress in the event which is scheduled for Saturday 4 September.

LADIES DO BATHURST

by Peter Garbett

Sunday 5 September 1999: Through sheer perseverance Sydney's Jo Cadman overcame a number of setbacks during the running of the Peter Rogers Real Estate Bathurst Rally yesterday.

With twice Queensland champion co-driver Del Garbett calling down the turns in the work enforced absence of regular partner Liz Swanton, Jo experienced a lack of brake efficiency for the first three stages. This problem rectified, she continued on only to have rose joint and drive shaft failures mid stage. With no service in the short liaison that followed, they had no choice but to complete another nine kilometres of special stage before the service crew were able to effect repairs. Jo could not commend highly enough the efforts of the service crew who worked tirelessly to overcome the string of woes that befell the team throughout the rally.

On the third last stage the Terratrip alarm came on and the ensuing din in the headsets contributed little to their progress. The ladies finished the remainder of the event without the Terratrip but Garbett remarked that this had no real affect on their result. However, a choice of wrong road by the ladies and a number of other competitors earlier in the event, lost them some time.

Cadman commented that there wasn't a stage in the entire rally where they didn't experience some sort of drama.

In the event which was won by John Mitchell/Col Trinder in the Lancer, Cadman and Garbett finished a creditable 12th outright. Garbett calculated that the setbacks they experienced denied them of a much better position around 6th place. Nonetheless, the ladies enjoyed the event together and were full of praise for each other's performances.

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A BLAST FROM THE PAST

by Rod Sams

During a fit of Spring cleaning over the past couple of weeks I came across a box of paperwork relating to a number of rallies dating in the mid 70's when my brother used to navigate. I found some of it quite interesting.

Who can remember the Wide Horizons – Burleigh Heads 1000 Rally run on the 3rd and 4th of July 1976 by the Gold Coast Tweed Motorsporting Club.

Yes it was 1000 kms long. Back in those days when we had Divisions:– Division 1 – 393 kms, Division 2 – 477 kms and Division 3 – 285 kms. The first car was due to start at 12.00 noon on Saturday and finish at 12.00 noon on Sunday. The event travelled from the South Coast to Stanthorpe via Warwick and returned to the Coast.

There was a prize of \$1000 cash for 1st Outright with awards for just about every thing (including for the crew with the greatest loss of points). Total value of

awards was \$3,150.00. To be part of the fun Crews had to pay an Entry Fee of \$40.00.

Sixty-two entries were received for the event. Car 1 was H & S Kabel in their Mazda. There was a long list of familiar names including Reddiex, Thompson, Tremain, Vandersee, Henningson, Taylor, Tindall, Slattery and Stewart. I bet Peter Whalley can remember who he navigated for and in what car. They had a short lived event, they actually won the award for being the first car out with front end damage.

First Outright was Car 10 A Hall/ B Mallett in a Mazda. The Awards included 1st Classified was F Thompson/ D Kortland in Car 11 a Torana while 1st Recognised was Car 8 the Datsun of R Guerin/ S Weir. First Clubman/Novice was T Gynther/I Stewart in Car 59 a Fiat. The Car which lost the most points (871) was Car 51 the Escort of R Faldt/ D Berry.

I am sure there are many memories there for someone.

TROPHY SHELF MEMORIES

by Tom Smith

I was sitting at my keyboard (no not the musical kind) thinking about what I could write when I looked up at my conveniently placed trophy shelf and pondered over the memories that are contained within. I don't mind confessing that I have a few rally trophies, but I have been competing for 20 years now (shock, horror) - and each one tells me a story of the event and who the driver was thanks to some notes written on the underside in Nikko Pen. One of my earliest successes and perhaps my first ever rally win was with a young (er) bloke called Rod Browning who was punting around a indecently quick green Gemini about 12 or 13 years ago. I had been sitting in with Pete Johnson for a while at that stage and with the running of a Northern Districts Jimna Rally, Rod rang Pete and asked if he could borrow me. I thought about it for a second and said I'd help him out if it meant that much to him (yeah, right-

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you don't knock back those opportunities!!) Anyway I found a green shirt (to match the car) and met Rod at the unit he and Sharon lived in at Clayfield. We drove up to Jimna in the Gemini rally car with no service crew in tow and got to know each other a bit better still. I think the event was organised by Steve Ross, and I must confess that I felt like a fish out of water around some of those guys who were legends of the time. Well, to cut a long story short, I can't remember how many stages or kilometres it was but even with one (very) short wrong road we won the thing outright!! I can recall standing at the scoreboard adding up the quarter minutes (yes, Virginia, back then there were no 'seconds'!) and looking at the names (initial, then surname). I whispered to Rod that I thought we'd even beaten that "Brad" Dummett guy in his really quick Datsun 1600- he picked me up on that one "Brucie, you mean" he said. "Yes, of course, that's what I said!" was my embarrassed reply. Well here we are all these years down the track, and I never have navved for Rod again. But I sit beside that Brad Dummett bloke whenever I can and we go out to win in the mighty Evo. 3 Lancer. I must say that as a result, my 'Dummett' trophies far outweigh my 'Browning' trophy in numbers. It was still an event I'll try not to forget.

MEDIA RELEASE

CHAMPIONS RETURN FOR TASMANIA

by Peter Garbett

After an enforced absence from the Perth and Melbourne rounds of the Australian Rally Championship, Jeff and Donna Kilbride make a welcome return for the grand final, the Saxon Safari Tasmania on 11/12 September. The success of the husband and wife team at this event in the past has been such that they achieved a remarkable 4 heat wins in Class P1 from as many starts in the last two years. The backing received by the Kilbrides from businesses based in Tasmania (Sparco Auto Parts and Tyres, and Bargain Car Rentals) has been, and continues to be,

quite extensive so the entire Team are striving for a strong performance in this event.

Like a number of other high profile teams, the Silverstone Rally Team Australia had elected to forgo the West Australian event. Unexpected delays forced the Kilbrides to abandon their initial plans to contest Rally of Melbourne on 11/12 August. Jeff and Donna were present in Melbourne, however, and formed an integral part of the crew who helped Stewart Reid and Michelle Murphy to an outstanding 3rd outright.

The Silverstone Team have been busy-ing themselves in recent weeks in the lead up to Tasmania. Further development of the Group A Corolla has taken place, allowing the Kilbrides to confidently resume their assault on Class P3 and the F2 Category. Numerous regular Team meetings have been held and not only have the strategies for the upcoming final ARC round been reached, plans for the 2000 competition year are well advanced.

In addition to regular backers Silverstone International Motorsport and High Performance Tyres, and Neta Tyre and Auto in Brisbane, Hobart's Co-op Toyota have extended their support to the Team for this event and logistics will be handled by Service Manager Rob Bekker, Brad Reinke, and Team Manager Peter Garbett, who will be joined by a virtual cast of thousands essentially from the Apple Isle.

The inaugural Silverstone Rally Team Australia Newsletter is scheduled for release to coincide with the running of the Saxon Safari. The Kilbrides are satisfied that this outlet will complement the existing website (at www.rally.com.au/silverstone) in terms of distribution of information.

Media are encouraged to contact Team Manager Peter Garbett (0414 877 753) in the lead up to, during, and after the Saxon Safari Rally for the latest information on the Team's progress.

USED CARS!!!!

by Tom Smith

Recently the question was raised with CAMS about the possibility of running one of those thirty Mitsubishi Mirage 'rockets' which were brought in for one-make racing. Apparently they don't qualify for PRC because of some reasons like they're not homologated and you can't buy them in Australia.

This brought up the question of just what can you run as PRC in accordance with the CAMS Manual and the issue that it might be better to see recent or new Japanese performance vehicles running around in the sport, rather than 30-year old Datsuns (no disrespect intended!!). It seems strange that you can rally a Datsun with a big grunt motor which has probably been a rally car since it's first birthday, but you can't buy a 2 year old Jap import with 135kw and take it out to compete. The possibilities of sponsorship would be marginally improved with a newer car which actually looks like the one in the lot.

In the overall spirit of the rules, competitors will accept vehicles that contest events for what they are! IN addition they will, for the most part, accept that it's the nut behind the wheel that's going to win, not just the car he's sitting in. With WRC cars on the national scene, which, although homologated, fall into a category of their own, rallying will never be on a level keel. At the recent Rally of Melbourne, the only reason that we had someone other than the two WRC teams actually win a heat of the Super Series is that both the WRC had problems.

Shouldn't the idea be to have a level playing field of some sort with an opportunity for more than 1 or 2 teams to win a race, let alone the whole series - year after year after year.....

How interesting it all is.

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The Rally Driver's Ball

by Tom Smith

Do you want a ticket to the rally driver's ball?

Well, not really a ball, but an end-of-season function to follow the final round of the 1999 series. The Rally Advisory Panel has taken an idea put forward by Chris Waters and formed a sub-committee to pursue the gallant execution of the task. Chris's suggestion centred around the fact that at the CAMS Evening of Champions, the QRC winners get a chance to say 'Thanks', but the class winners and other dignitaries don't get a look in. It is appreciated that there is not time to permit this, but it doesn't make it right when a crew has invested theirs and their sponsors cash on achieving an award, and then they can't say thanks to those who've helped.



With the hatching of the egg, the thought is that a function be organised in January 2000 (assuming the outcome of the QRC is clear and that the Y2K bug hasn't brought everything to a standstill) where all interested rallyists can come along and enjoy a night of comradeship and merriment. Initial plans include posters on the walls, the obligatory 'Crash' videos playing in the background and a guest-speaker.

Thoughts are that the venue should be in a reasonably central location (ie: close to town) so that travel is equal for everyone, and a moderate price with BYO facilities. This will allow crews to also bring along their sponsors, etc to enjoy a good night out, some storytelling and a chance to actually get up and say some words of thanks. It is envisaged that this may be a formal opportunity for the Mike Ryan Perpetual trophy to also be presented to the outright Co-Driving champion.

This is the plan and comments would be welcome.

The sub-committee consists of Chris Waters and me (Tom Smith), so get in touch and let us know if you support the idea. Obviously, we need support to make it a great night - at a fraction of the cost of the Evening of Champions.



The QRC champs and class winners will still want to attend the Evening of Champions anyway - I would assume.

What kind of food do you like.....???

New for 2000

Laurie Garth is organising a two day Touring Assembly in 2000.

In the planing stages at the moment, it is envisaged to be an event that will start on Saturday morning at a town north of Melbourne on the Hume Highway, possibly Benalla, at approximately 9:00 am.

After about 300/400 km of mapping and a lunch stop there will be a late afternoon break at Albury at the over-night stop location, possibly Hume Weir Resort, giving you time to find your accommodation, freshen up and have a bite to eat before starting the evening 200/300 km loop back to the same location.

A meal in the dining room with a bit of a knees up and a good sleep will follow.

The next morning it starts again about 9:00am with about a 300km run to the finish which will be the same location as the Saturday start. So if you trailer your car you could probably leave your trailer there.

It will be an un-timed navigation event, not as tough as Phil Nichols "Longest Night" but accurate navigation will be required. It will be a Grueling Long Event where the best team should do well.

Roads will range from freeway (as little as possible), highways, main roads, major roads, minor roads, dirt roads, wheel tracks, grotty old alignments, stock routes and possibly some old disused permanent ways of railway lines.

The event will be open to all cars but HRA members will have first preference. I wouldn't take the family pride and joy (well I would, but you know me) but an "Ordinary car driven by the ordinary motorist hoping to reach home by sundown" should be able to traverse the route.

For more information, contact Laurie on phone (02) 6040 4140 or on the net at laurieg@hotkey.net.au

An excerpt from the bi-monthly serial...

HOW GREEN IS MY VOLKSWAGEN

*The continuing story of the Garth Family and their adventures
by Laurie Garth*

...On the Friday before the event I remembered that my 'head warmer' had given the scrutineer for the Spring Tour 98 a touch of the 'apolexies' and he had to have a good lie down. It was time to send the old head warmer to the big rally in the sky and purchase a new one. Motor sport shops are a bit thin on the ground in Albury so I hit the motor bike shops. I could buy motorcross helmets that looked as though they had been painted by a cross-eyed sign writer. But they were full face; not a good idea for the Mirboo. My mate in Brisbane had a full face helmet with a visor for his motor bike. Going to work six o'clock one Saturday morning after a heavy drinking session Friday night that didn't finish 'till about 3am Saturday morning he was overwhelmed by a touch of Strezleki stomach. He said it was just like high tide and the helmet never smelled the same again: But that's another story. At another shop they had open face helmets in the same colour that T model fords were released. (For all the young Phoebes they were only available in black!) The bloke said they were for the Harley Davidson mob. I tried one on and apart from looking ridiculous, I kept hearing "Born to be Wild" by Stephenwolfe in my ears. I finally found one that was open face had a beaut peak and a visor that pushed back like Tom Cruises in Top Gun, but the motor bike cop wouldn't let me have it, so I found one in a shop. How come the full face one costs \$109.00 and the open face model of the same helmet costs \$130.00. As the saying goes "If you have a \$100.00 head buy a \$100.00 helmet." The trouble is you can't buy a helmet for \$23.17! ...

COMING EVENTS

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

Summary of Events

Sep 17	Interclub Night Run	MSCC
Sep 18	Warialda Off Road	
Sep 25	Railway Hotel Forest Rally	QMSC
Sep 25	MG Club Weekend	MGCC
Oct 9	Cooloola Rally	BSCC
Oct 15	Interclub Night Run	MSCC
Oct 20	Taple Top Rally	BSCC
Oct 23	Springfield Off-Road	SEQORRA
Oct 24	Spring Historic Rally	BSCC
Oct 24	Autocross	IWMAC
Oct 30	Bailey Powerlines	BSCC
Nov 13?	Rallysprint Round 3	BSCC
Dec 4	Gallangowan Rally/QRC	BSCC
Dec 11	BSCC Christmas Party	BSCC

Marque Sports Car Club Night Run

The next round of the Interclub Night Run Series co-ordinated by the Marque Sports Car Club will be held on Friday 17th September. Start time is 7.30 pm from the K-Mart Car Park at Cannon Hill. This event counts towards the 1999 BSCC Night Run Championships. *For further information contact Carl Stecker on 3399 3638 (home).*

Warialda Off Road Event

The annual Long Course Off Road Event at Warialda will be held on the weekend of the 18th and 19th of September. This is a round of the NSW Off Road Championship and always receives good entries from New South Wales and Queensland. *For further information contact Bev Basham on (02) 6729 1622 (home).*

Rockhampton Rally

The Railway Hotel Forest Rally will be held at Rockhampton on Saturday 25th September organised by the Central Queensland Motor Sporting Club. Starting at 12 noon from the Railway Hotel, Yeppoon, the event will be run in Byfield Forest. The roads are almost as good as those at Townsville and Rockhampton is less than half the distance to Townsville. The event will finish at approximately 8.30 pm so will therefore include some night stages. *For further information contact Gordon Fischer on 4934 1177*

(home).

M.G. Club Weekend At Warwick

The MG Car Club is organising a weekend in Warwick on the 25th and 26th of September and BSCC members are welcome to come along. Clay pigeon shooting has been organised for the Saturday afternoon. Sunday activities start with breakfast at the RSL then there is the choice of a winery tour from 9 am to 3 pm or a day at Morgan Park Raceway. The Club has full use of the circuit for the whole day. Prior booking is essential for this weekend. *For further information contact Pat Walker.*

Cooloola Rally

The next major rally on the Queensland calendar is the Cooloola Rally on Saturday 9th October. This event was postponed from its original date in March due to the wet weather. It will be the third round of the Queensland Rally Championship and



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the 5th round of the GP Cars Clubman Rally Series. The event is based at the Roadcraft Driver Training Centre with competitive stages in the forestry area west of Gympie. BSCC has been running this event for 13 years and it has always been popular with competitors. Officials are needed. Anybody wishing to help should contact Esme at the Club rooms. *Anybody needing any other information on the event should contact Brian Everitt on 5482 1786 (home).*

Night Run

The next round of the Interclub Night Run Series coordinated by the Marque Sports Car Club will be held on Friday 15 October. Start location is K Mart car park at Cannon Hill and start time is 7.30 pm. *For further information contact Carl Stecher on 3399 3638 (home).*

Table Top Rally

The fourth and final round of the Nash Glass and Aluminium Table Top Rally Series for 1999 will be held at the clubrooms on Wednesday 20 October. *For further information contact Dick Owen on 3397 8430 (any time).*

Springfield Off-Road Event

The fifth and final round of the 1999 Australian Off Road Championship will be the 'Springfield 300', being run by SEQORRA on the weekend of 23/24 October. The prologue will be held on the Saturday afternoon with the main race starting at 9.00 am on the Sunday. This will consist of eight laps of a 35 kilometre course. To get to the venue, turn into Redbank Plains Road at Goodna, continue straight

ahead into Keidges Road where Redbank Plains Road turns right, and then proceed to the end of Keidge's Road. *For general enquiries about the event, contact Steve Hilton on 3882 3772 (home).* Officials are also required on checkpoints and roadblocks (similar to a rally). Anybody interested in being an official should contact Les Marshall anytime on 0417 754 697.

Spring Tour

The Club's next Touring Road Event (formerly called Historic Rallies) will be the Spring Tour on Sunday 24 October. The event will cover 350 km of good bitumen roads starting at 8.30 am from Ferny Grove and finishing at a social venue to be advised. In an effort to increase entry numbers all types of vehicles will be allowed to enter, so Historic cars will not be needed. Novice crews are encouraged to enter this event and the organisers are planning two optional sets of Route Instructions, one for experienced crews and one for relative newcomers. *For further information contact Andrew Owen on 3379 8302 (home).*

Ipswich Autocross

Ipswich West Moreton Auto Club is running it's first Autocross for 1999 on Sunday 24 October. This will be held at their Willowbank track and competitors should get 5 or 6 runs of the course which consists of one standing and one flying lap. *For further information, contact Brad Fowler on 3812 0085 (home).*

Bailey Powerlines Rally

As most people will now know the Bailey Powerlines Rally has had to be postponed due to the extremely large amount of rainfall at Imbil lately. The new date is Saturday 30 October. *For further information, contact David Nash on 0412 736 669 (any time).*

Next Rallysprint

Because of the postponement of the Bailey Powerlines rally, the third and final round of the KCF Rallysport Rallysprint Series (originally scheduled for 6 November, just one week after the new date for the Baileys) will also need to be postponed. The new date is likely to be the Saturday 13 November (two weeks after the Baileys, and three weeks before Gallangowan).

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1999 QRC Co-Driver's Pointscores - Progressive

Name	Rd. 1 ARC		Rd. 2 TSV		Rd. 3 Coo'		Rd. 4 Gal'		Total
	O/R	Class	O/R	Class	O/R	Class	O/R	Class	
Paul Young	5	6	20	10					41
Tim Kay	11	7	8	6					32
Hugh Reardon-Smith	6	3	12	10					31
John Ahern	17.5	10	0	0					27.5
Tom Smith	0	0	15	10					25
Ron Peters	2.5	10	0	10					22.5
Greg Tebble	0	10	2	10					22
Rod Biggar	0	10	1	10					21
Terry Scott	10.5	10	0	0					20.5
Brad Wedlock	0	8	0	10					18
Dominic Corkeron	1	1	10	6					18
Del Garbett	5.5	5	4	3					17.5
Glen Weston	10	5	0	0					15
Leanda Kayess	0	5	0	10					15
Rod Cross	0	2	0	10					12
Ross Perry	0	1	6	4					11
Stephen Kennedy	0.5	10	0	0					10.5
Dale Moscott	0	10	0	0					10
Mick Bruce	1	3.5	3	2					9.5
Robert Tindal	5	4.5	0	0					9.5
Claire Swallow	0	8	0	0					8
Peter Gerathy	0	8	0	0					8
Mark Percival	0	7	0	0					7
Tony Best	0	0.5	0	6					6.5
Geoff Smith	0	6	0	0					6
Tim Callinan	4	1.5	0	0					5.5
Charlie Orlando	0	5	0	0					5
Stuart Bryant	0	4	0	0					4
Andrew Crawford	1.5	2	0	0					3.5
Alan Stean	0	3	0	0					3
Jeremy Pieck	0	3	0	0					3
Tim Collingwood	0	3	0	0					3
Cameron Thompson	0	1	0	0					1
Chris Welsh	0	1	0	0					1

1999 QRC Driver's Pointscores - Progressive

Name	Rd. 1 ARC		Rd. 2 TSV		Rd. 3 Coo'		Rd. 4 Gal'		Total
	O/R	Class	O/R	Class	O/R	Class	O/R	Class	
Ian Wright	5	6	20	10					41
Steve Scott	10.5	10	8	4					32.5
Bruce Fullerton	6	3	12	10					31
Richard Galley	11	7	6	6					30
Adrian Bukmanis	17.5	10	0	0					27.5
Bruce Dummett	0	1	15	10					26
Mark Neary	1.5	10	1	10					22.5
Henry Ryman	0	10	0	10					20
Tony Kabel	0	10	0	10					20
Steve Shepheard	1	1	10	6					18
Viv Gees	0	8	0	10					18
Neil Moxey	0	8	0	10					18
George Shepheard	5.5	5	3	2					15.5
John Goasdoue	10	5	0	0					15
Glen Duthie	2.5	10	0	0					12.5
Rod Cross	0	2	0	10					12
Glen Brinkmann	0	10	0	0					10
Andrew Theo	5	4.5	0	0					9.5
David Kayess	0	3.5	0	6					9.5
Peter Mapstone	0	1	4	3					8
Michelle Gatton	0	8	0	0					8
Steve Wall	0.5	3.5	2	1					7
Ferris Lee	0	7	0	0					7
Peter Menzies	0	6	0	0					6
Daniel Callinan	0	6	0	0					6
Keith Callinan	4	1.5	0	0					5.5
Allen Jones	1	4	0	0					5
Craig Aggio	0	4	0	0					4
Steve Orlando	0	3.5	0	0					3.5
Mark Moddejongen	0	3	0	0					3
Neil Wendt	0	3	0	0					3
Duncan Clement	0	2	0	0					2
Brad Hickey	0	0.5	0	0					0.5
Justin Russom	0	0.5	0	0					0.5

1999 QRC Progressive Class Pointscores - Drivers

Name	Vehicle	Rd. 1 ARC	Rd. 2 TSV	Total
<u>Class N1</u> (Gp N 0-1400cc)				
Glen Brinkmann	Nissan Micra S	10	0	10
<u>Class N2</u> (Gp N 1401 - 1600cc)				
Henry Ryman	Suzuki Baleno	10	10	20
<u>Class N3</u> (Gp N 1601 - 2000cc)				
Tony Kabel	Suzuki Baleno GTX	10	10	20
<u>Class N4</u> (Gp N 2001cc and over + 4wd)				
Bruce Fullerton	Subaru Impreza W	3	10	13
Richard Galley	Lancer Evo. 3	7	6	13
John Goasdoue	Lancer Evo. 3	5	0	5
Keith Callinan	Subaru Impreza W	1.5	0	1.5
Steve Shephard	Lancer Evo. 5	1	0	1
Justin Russom	Lancer Evo. 3	0.5	0	0.5
<u>Class P1</u> (PRC 0 - 1400cc)				
Michelle Gatton	Datsun 1200 Coupe	8	0	8
Ferris Lee	Honda Civic	7	0	7
Mark Moddejongen	Honda Civic	3	0	3
<u>Class P2</u> (PRC 1401 - 1600cc)				
Mark Neary	Suzuki Baleno	10	10	20
David Kayess	Toyota Sprinter	3.5	6	9.5
Peter Menzies	Gemini	6	0	6
Steve Orlando	Toyota Corolla	3.5	0	3.5
Duncan Clement	Datsun 1600	2	0	2
Brad Hickey	Toyota Sprinter	0.5	0	0.5
<u>Class P3</u> (PRC 1601 - 2000cc)				
Rod Cross	Suzuki Baleno	2	10	12
Glen Duthie	Gemini ZZ/R	10	0	10
Daniel Callinan	Subaru Impreza	6	0	6
Craig Aggio	Toyota Celica	4	0	4
Neil Wendt	Datsun 1600	3	0	3
<u>Class P4</u> (PRC 2001cc and over - 2wd)				
Viv Gees	Ford Falcon XA	8	10	18
Neil Moxey	Ford Cortina	8	6	14
<u>Class P5</u> (PRC - 4wd)				
Steve Scott	Subaru Impreza W	10	4	14
Bruce Dummett	Lancer Evo. 3	1	10	11
George Shephard	Lancer Evo. 5	5	2	7
Steve Shephard	Lancer Evo. 5	0	6	6
Andrew Theo	Lancer Evo. 1	4.5	0	4.5
Steve Wall	Subaru Impreza W	3.5	1	4.5
Peter Mapstone	Lancer Evo. 1	1	3	4
<u>Class P6</u> (PRC - 4wd 'older models')				
Ian Wright	Mitsubishi VR4	6	10	16
Adrian Bukmanis	Subaru Liberty RS	10	0	10
Allen Jones	Ford Laser TX3	4	0	4

1999 QRC Progressive Class Pointscores - Co-Drivers

Name	Vehicle	Rd. 1 ARC	Rd. 2 TSV	Total
<u>Class N1</u> (Gp N 0-1400cc)				
Dale Moscatt	Nissan Micra S	10	0	10
<u>Class N2</u> (Gp N 1401 - 1600cc)				
Rod Biggar	Suzuki Baleno	10	10	20
<u>Class N3</u> (Gp N 1601 - 2000cc)				
Greg Tebble	Suzuki Baleno GTX	10	10	20
<u>Class N4</u> (Gp N 2001cc and over + 4wd)				
Hugh Reardon-Smith	Subaru Impreza W	3	10	13
Tim Kay	Lancer Evo. 3	7	6	13
Glen Weston	Lancer Evo. 3	5	0	5
Tim Callinan	Subaru Impreza W	1.5	0	1.5
Dominic Corkeron	Lancer Evo. 5	1	0	1
Tony Best	Lancer Evo. 3	0.5	0	0.5
<u>Class P1</u> (PRC 0 - 1400cc)				
Claire Swallow	Datsun 1200 Coupe	8	0	8
Mark Percival	Honda Civic	7	0	7
Tim Collingwood	Honda Civic	3	0	3
<u>Class P2</u> (PRC 1401 - 1600cc)				
Leanda Kayess	Toyota Sprinter	5	10	15
Stephen Kennedy	Gemini	10	0	10
Charlie Orlando	Toyota Corolla	5	0	5
Jeremy Pieck	Datsun 1600	3	0	3
Chris Welsh	Toyota Sprinter	1	0	1
<u>Class P3</u> (PRC 1601 - 2000cc)				
Ron Peters	Gemini ZZ/R	10	10	20
Geoff Smith	Toyota Celica	6	0	6
Stuart Bryant	Datsun 1600	4	0	4
Alan Stean	Suzuki Baleno	3	0	3
<u>Class P4</u> (PRC 2001cc and over - 2wd)				
Brad Wedlock	Ford Falcon XA	8	10	18
Peter Gerathy	Ford Cortina	8	0	8
Tony Best	Ford Cortina	0	6	6
<u>Class P5</u> (PRC - 4wd)				
Terry Scott	Subaru Impreza W	10	0	10
Tom Smith	Lancer Evo. 3	0	10	10
Del Garbett	Lancer Evo. 5	5	3	8
Dominic Corkeron	Lancer Evo. 5	0	6	6
Mick Bruce	Subaru Impreza W	3.5	2	5.5
Ross Perry	Lancer Evo. 1	1	4	5
Robert Tindal	Lancer Evo. 1	4.5	0	4.5
Cameron Thompson	Lancer Evo. 3	1	0	1
<u>Class P6</u> (PRC - 4wd 'older models')				
Paul Young	Mitsubishi VR4	6	10	16
John Ahern	Subaru Liberty RS	10	0	10
Andrew Crawford	Ford Laser TX3	4	0	4



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

2

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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.

2

FOR SALE

1990 Mitsubishi Galant VR4

Rally rego, white, 100,000 kms, \$7,500. Phone Geoff Cook on (07) 5520 0455 (b/h) or (07) 5535 7769 a/h).

3

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.

3

FOR SALE

- 1985 Holden Camira \$14,000. Phone Richard Galley on (07) 3888 0125 (b/h) or 0412 370 354.
- Mazda Capella \$3,000. Phone John Meehan on 0418 194 846. See April to August 1999 Brisport for further details on these items.
- 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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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.

HELP !!!

Do you need it?

Dean Rouse has just moved to Brisbane and would like to get back into rally servicing / car preparation.

Dean has worked on rally cars for the past 6 years mostly ARC (Formula 2) and some club cars. His preference is ARC but would also help with preparation of club cars. His main role in car preparation has been in the area of fabrication, he can Mig and Tig wield both mild steel as well as aluminium. Dean is also competent in general car maintenance and set up and has driven service trucks for a number of years.

Dean can be contacted during day time on (07) 3802 3719 or any time on dean.rouse@natfoods.com.au

Jokes

A lady approaches her priest and tells him, "Father, I have a problem. I have two female talking parrots, but they only know how to say one thing." "What do they say?" the priest inquired. "They only know how to say, 'Hi, we're prostitutes. Want to have some fun?'" "That's terrible!" the priest exclaimed, "but I have a solution to your problem. Bring your two female parrots over to my house and I will put them with my two male talking parrots whom I taught to pray and read the bible. My parrots will teach your parrots to stop saying that terrible phrase and your female parrots will learn to praise and worship." "Thank you!" the woman responded. The next day the woman brings her female parrots to the priest's house. His two male parrots are holding rosary beads and praying in their cage. The lady puts her two female parrots in with the male parrots. Immediately, the female parrots say, "Hi, we're prostitutes, want to have some fun?" One male parrot looks over at the other male parrot and exclaims, "Put the beads away. Our prayers have been answered!"

A guy is stranded on a desert island all alone for ten years. One day he sees a speck on the horizon. He thinks to himself, "It's not a ship." The speck gets a little closer and he thinks, "It's not a boat." The speck gets even closer and he thinks, "It's not a raft." Then, out of the surf comes this gorgeous blonde woman wearing a wet suit and scuba gear. She comes up to the guy and she says, "How long has it been since you've had a cigarette?" "Ten years!" he says. She reaches over, unzips this waterproof pocket on her left sleeve and pulls out a pack of fresh cigarettes. He takes one, lights it, takes a long drag and says, "Man, oh man! Is that good!" Then she asked, "How long has it been since you've had a drink of whiskey?" He replies, "Ten years!" She reaches over, unzips her waterproof pocket on the right, pulls out a flask and gives it to him. He takes a long swig and says, "Wow! That's fantastic!" Then she starts unzipping this long zipper that runs down the front of her wet suit and she says to him, "And how long has it been since you've had some REAL fun?" And the man replies, "My God! Don't tell me you've got a computer in there?"