

BRISPORT

THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB.

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October 1999 Newsletter

Grandparents take QRC round win

by Peter Garbett

In a race of attrition, well known rallying grandparents George Shephard and Del Garbett in the GSA Evo V Lancer survived to take the winners' laurels in the Cooloola Classic Rally. Based out of the South-East Queensland town of Gympie, the state championship event took its toll on a great many of the front runners yet the first place-getters' only drama was an annoying intercom problem during SS1. The intercom worked fine until the co-driver's door was closed!

Popular Central Queensland driver Steve Scott was perhaps the first competitor to fall foul of real gremlins with gearbox maladies in SS1. Even earlier than this though, the Kilbride Corolla entry had become a non starter when a last minute fault in the computer was diagnosed.

Andrew Theo/Robert Tindal/Lancer and Bruce Dummett/Tom Smith/Evo III both exited the event prematurely - on the same corner! The former sustaining more damage no doubt as a result of its

greater distance between the road and final resting place. The latter crew stopped more suddenly when a stump halted their progress. Fortunately, of these and other accidents during the event, no serious injuries were recorded. Steven Shephard, with Dale Moscatt alongside for the first time, and using the event as a testing session, retired the Evo V after some intercooler damage was sustained. QRC leaders Ian Wright/Paul Young in the VR4 Galant appeared to be setting the pace but were forced to drive on a flat right front tyre for some distance in Brooyar Forest thus reducing their advantage. In the ex-Fullerton Lancer, Precision Driving Team member Peter Mapstone, accompanied by Ross Perry as usual, was driving a measured event when mechanical woes intervened. Richard Galley/Tim Kay in the ex-George Shephard Evo III found themselves at the head of the leaderboard as day turned to night. Behind lay Shephard/Garbett and Wright/Young.

Continued Page 5...

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PRESIDENT'S PIECE

BY ROD SAMS

A lot has been happening over recent times. We are still getting over Cooloola and are now looking at Bailey's on 30 November, with a Rallysprint and the Keema event to go before we can put our feet up for Christmas.

Congratulations to Brian Everitt and team for their efforts in running the Cooloola event. While the event ran very well there was a heavy toll at the front end of the field. There is still an issue relating to the results, that is still under protest, yet to be resolved at the time of writing.

Another issue that has been a topic of much discussion has been an "alleged" problem with the road book. I am well aware of the effort that we go through to ensure our road books as representative of the course as possible. Our Course Checkers do a big job in giving up their time and in many cases providing their own vehicles at their own expense to ensure a safe running environment for the event.

The reasons given why a driver may have deviated from the rally route are many and varied. Certainly competitors in the top cars are going much quicker these days, so things happen a lot faster. Does the information in a road book provide sufficient directions for the crews in the faster cars? Has the advent of pace noting for many events lulled crews running in "blind" rallies into a false sense of security? Are road books being read like pace notes, where angles on tulips are being used to interpret the degree of difficulty of a corner and not used as a guide?

Course Checking is a very important part of rallying with skills that are built up over many years. Sure people may make mistakes but we are all human. While we strive to keep these to a minimum the major responsibility still rests with the competitors in how they run the event. It is all too easy to blame or criticise the event organisers and officials when things go wrong. Think of how good an event you will have without them.

If anyone has any suggestions or wishes to help in setting up or checking events let us know. One issue is that we do not get to check the events at the speeds of the faster cars. Anyone with a spare EVO?

You should have also seen in the Mag a notice of a meeting on the 10th of November to discuss issues relating to the ARC, in particular next year's event. This year's event has cost the Club a considerable amount of money to run. A situation we cannot afford to let happen next year. If you have an interest in the event please come along. We will be looking for suggestions and ideas but most of all commitment if we are going to run next year.

On a brighter note we have finally received the final settlement from Main Roads for the property at Reid Street. The cheque is in the bank this money will certainly help to pay some of the bills.

PS don't forget about our Christmas get together. Details elsewhere in the Mag.

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

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THE CLUB CAPTAIN'S CORNER

BY PETER GARBETT

"This is your captain speaking..."

I was driving the Kilbrides' chase car in to the end of SS3 at the Saxon Safari Tasmania on Saturday 11 September. As I drove along Uxbridge Road I met Bourne and Bates and their respective chase cars, then Ordynski and Crocker, before arriving at the stage end. There'd been a period of a few minutes after Crocker's Subaru had gone past me before I began thinking "Am I still on the right road?". When I asked an official at the stop point why there was a hold up I was informed that there had been a major accident and it was likely the stage would be delayed for some time. So I drove back to Bushy Park service area and before long competitors transported through the stage detouring away from the accident scene and began arriving at service. My immediate thoughts of Stewart Reid and Michelle Murphy being the crew involved were confirmed and people were abuzz with concern for their condition.

The rest is history as most will now be aware of the severity of the crash and the extent of the injuries to Stewie and Michelle such was the media coverage

of the accident. I had a look at the Lancer back in Hobart and what I said at the time I can't repeat here. I know we (Del and myself and Jeff and Donna Kilbride) forwarded just one of countless well wishes by email, phone, card, etc. From what I saw of the car, Dave Feron of Competition Fabrications deserves hearty congratulations for the quality of the roll cage. Dave, if it wasn't for work of that standard Stewie and Michelle could have fared a lot worse. On behalf of the BSCC, I send best wishes to Stewie and Michelle. Keep mending and let's see you back as soon as possible.

Accidents such as the one above really bring you back to reality and it's times like these I can remember my Mum's concerns years ago when both my brother and I took off rallying whether it be in separate cars or competing together. Back then we didn't have roll cages or helmets and such and even when we did I remember running a 1/2 cage in my 1600 that wasn't out of a 1600! Frightening stuff indeed, but there were a lot worse cases than that I can assure you.

Moving on, as I touched on last issue, the Bailey Powerlines Rally has had to be

rescheduled and relocated due to the damp nature of Imbil Forest. For those who aren't competing in the event let's see a mass influx of volunteers to fill officials positions at Yarraman on 30 October.

By the time you read this issue the Cooloola Classic Rally will have finally been run following its rescheduling, again due to rain, from earlier in the year. Just one round of the QRC remains, and will be run in the traditional Gallangowan (GG) area on 4 December.

In between the Baileys and Gallangowan the Club will stage the third and final round of the popular KCF Rallysport Rallysprint Series. Again, officials are required and it is absolutely essential that sufficient people are recruited to operate road blocks. If we are just one person short on a road block, then that stage won't proceed until someone comes forward to ensure positive road closure. Once more, we keep harking back to the safety aspect of the sport. Heaven help us if we ever lose touch with it.

Next month...

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At the heels of the leaders were local Glen Duthie, with Ron Peters calling the turns in the modified Isuzu Gemini, Mark Neary and Gary Hamilton in the strong sounding colourful Baleno, and one ex State Champion Peter Phillips, who hadn't competed since 1992 and was being co-driven by Dom Corkeron in a Lancer.

Galley made a rare error late in the event and put the car into an irretrievable spot thus passing on the lead to Shepheard. With the SS4 timing addressed the results showed George Shepheard and Del Garbett as victors over series leaders Ian Wright and Paul Young.

Dust was a problem in places - ironic as the event had been postponed from early in the year due to wet weather, and only the weekend before, two days of solid rain in the area threatened the rally yet again. The Brisbane Sporting Car Club, under the guidance of Clerk of Course Brian Everitt, again promoted the Cooloola Classic, a significant annual event on the calendar for the community of Gympie.

The next rally in SE Qld is the Bailey Powerlines Rally, also promoted by the BSCC and this year put together by Del Garbett and David Nash. Again because of rain damaged roads, this event is also a victim of a date change and will be held on 30 October relocated from Imbil to Yarraman. More information on the Bailey Powerlines can be obtained by contacting Del Garbett on 07 3808 1538 (a/h) or email: pgarbett@squirrel.com.au



Photographic evidence of Course Checkers and Clerk of Course "Not on course". No wonder Baileys has had to be postponed!!!

Letter to the Editor

A big THANKS!!!

It was our first rally and we had some trouble with the car and didn't realise it had to be in parc-ferme at 11.30 (our start time was 3.15pm). A couple of marshals, the competitor relations officer and clerk of course were a great help and let me off the hook as other people were saying we couldn't start.

Thursday night driving home from the carbie joint where it had got a tune it started cooking and had water in the oil. As the manifold had come off we assumed that was the cause so I stayed up refitting valley gasket till 1am Friday. 9am that morning I started the car expecting all to be well ... it wasn't. The new oil started getting milky, the water gushed out the radiator and heaps of steam out the exhaust. 11am - diagnosed blown RHS head gasket! Anyway we got it all done by late Friday night to the detriment of other things that needed doing such as starter motor. That was what I was doing in Gympie at 12.00 (trying to find a starter motor) instead of putting the car into starting area like I was supposed to be doing. Luckily the marshalls took pity on us and gave us 15 mins to fit a starter and steering rack and get it into start area where we

were allowed to put sumpguards on etc and finish working on it.

I must say that it was all worth it and I would do it all again too if I had to as we had an absolute ball! I couldn't wipe the ear to ear grin off my face all night!

THANK YOU to all who helped, especially Peter Baker who helped Tanya make sense of the road book.

Regards,
Brent & Tanya

Editors Note: Brent Poole & his fiancée Tanya had their first rally at Cooloola. They had bought our grunty Commodore V8 and although we had promised to help at their first couple of rallies (especially since we talked Tanya into navigating) - we had a fireworks job on and couldn't be there. Thanks again to Peter Baker and others for helping them out.

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"THE SKY'S THE LIMIT!!"

RALLYING ON THE NET

by Tom Smith

If you have access to the internet there are a number of very interesting sites and heaps of information that is available to someone who is interested in rallying.

This statement is old news I know, but it's worth latching onto some of the group sites out there and registering your name to be assured of information like daily updates on WRC rounds and the like. When you are part of one of these groups you also have an opportunity to spread some word about your own state, country or local success stories. Further, you can have a chat with someone who can give you information about what's going on in far off lands, across the sea!!

Recently in the 'rallygroup' I subscribe to there was some information about the proposal to include North America into the WRC series and some news about the event and the locals who do all the winning over in the States. The sport is not that big over there in comparison to some branches of motorsport, but on a population percentage basis, given the number of people in the country, it's probably not that bad. Anyhow, I posed the question to another address as to who was the big man on campus in North American rallying and the information was quite interesting. The Yanks have a range of classes which are in part similar to the Group A and Group N that we have here in Oz, but it seems to be very liberal overall for the outright contenders. The current champion is a guy named Paul Chonniere who is the step-

son of another very famous name - John Buffum. Buffum made his name in North America back in the 80's in a range of Group B cars including Audi Quattros. His stepson seems to be now carrying the mantle for the family and his mount is a Hyundai Tiburon - called a 'Coupe' here in Australia. It's the same shape as the current crop of WRC F2 cars which were initiated by Wayne Bell.

The minor difference between the American version and the F2 cars is that the Tiburon is 4wd and turbo-charged!

The thing is a predecessor to the recently released Hyundai WRC car, and was constructed using the basic 2.0 litre engine and 4wd technology from somewhere else. Whatever the componentry is sourced from, it is obviously very successful and doesn't appear to be beatable on home turf. It was interesting that the person on the other end of my net-chat was great in supplying all this information, but closed with the statement that he couldn't give me any idea what driving them was like because he was only twelve years old!

To share a small personal memory, when Mark Griffith and I competed in Perth at the World Championship round in 1993, there was John Buffum and his then co-driver competing in a Honda Civic.

Perhaps a far cry from the glory days of the monster Quattro, but he seemed nice, polite and having a great time.

MINI 40

by Dick Owen

1999 is the 40th birthday of the Mini Minor, and the Mini Owners Club of Queensland celebrated the event with a two day party on 11th and 12th September. How many of our club members have owned a Mini at one time or another and may have wondered where they have gone?

Well, had you been at the Performance Driving Centre at Norwell on the Sunday, you would have seen 327 Minis of all types lined up around the track.

For the enthusiast, the number of Coopers was any eye opener. Almost all had been restored and made a great display. Modified Minis, also restored, also attracted much interest.

Owners had travelled from Sydney, Northern NSW, Toowoomba, Sunshine Coast, Bundaberg, Gladstone and Rockhampton to display their cars.

A full day's entertainment was provided with a Motorkhana, "Go to Whoa", Rock and Roll dancing, Line dancing Show and Shine and a Grand Parade. Families were well catered for with entertainment for the children.

The motor trade gave great support and sponsorship, and the trade displays were well patronised.

Guest of Honour was Bob Holden who travelled from Taree to attend. Bob, in 1966, was the first driver to win Bathurst in a Cooper.

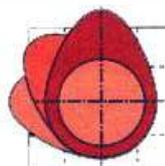
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The Mini Owners Club of Queensland should be a source of competitors for BSCC Road Rallies, so if you know somebody who has a Mini, speak to them about these events.

Editors Note: Our own Dick Owen competed in the above and his 1964 Original 850 won the Judges' Choice RACQ Trophy. Well done, Dick.

Cosworth to power Ford's rally challenger in 2000

by Tom Smith

Ford's FIA World Rally Championship programme will be powered by Cosworth Racing engines from the start of next season. The two-litre turbocharged Zetec unit which powers the Focus World Rally Car will be designed and built at Cosworth's Northampton premises - strengthening a legendary partnership which has developed some of the world's most successful competition engines.

Ford Racing Europe director Martin Whitaker said Cosworth would work in conjunction with M Sport, the team which runs Ford's world rally campaign, in the development, design and build of all rally and test engines. Essex-based Mountune, which currently builds the Focus rally engines, will continue to provide assistance throughout 2000 and will retain responsibility for rebuilding 1999 specification engines.

"Cosworth Racing has been carrying out an appraisal of the engine since the middle of this year to prepare us for next season," said Whitaker. "It's been Ford's long-stated aim to win the World Rally Championship in 2000 and this agreement emphasises our determination to provide Colin McRae and his teammates with the most technologically advanced cars to make this possible. Mountune has played an excellent role and I'm delighted it will continue to provide valuable input."

Team director Malcolm Wilson is looking forward to using Cosworth Racing's expertise from other branches of

motorsport to take the rally programme forward into the millennium. "Cosworth has excellent resources and is widely regarded as the world's most successful competition engine manufacturer. Its experience in Formula 1 and CART racing in the United States is widespread. Engine restrictors in rallying make it difficult to increase outright power but we hope to use Cosworth's expertise to look at other areas like friction reduction, weight loss and turbo development," he said.

Cosworth Racing managing director Dick Scammell said the new project would offer many challenges both technically and logistically. "The regulations require that many standard production components are used so our liaison with Ford and M Sport will have to be first rate. Engine durability and driveability are paramount within the World Rally Championship. The high quality of engine build, test and engineering that is the hallmark of Cosworth will be essential in making the programme a success," he said.

Cosworth's links with Ford have been unbroken since 1959, the partnership winning 174 Grands Prix to date and 23 drivers' and constructors world championships in Formula 1 - a record unequalled by any other engine manufacturer. The relationship was further cemented in September 1998 when Ford acquired Cosworth Racing. Away from competition, Cosworth and Ford have combined to produce a series of high performance special road models which are much admired by enthusiasts worldwide.

WHAT DO I START RALLYING IN??

by Tom Smith

Years ago when I was a regular Wednesday night club-goer we often had newcomers and interested lads (and lassies) who'd come in and start talking about getting into rallying. At the time, they were naturally pushed in the direction of the ubiquitous Datsun 1600 to com-

mence their career, because that's probably what 75% of started our careers in too. The times changed and the successful one-make Gemini series came along which has been with us for quite a few years now. The Geminis have outlived the Daihatsu Challenge and the Toyota Corolla Cup in terms of popularity and numbers and appears now to be well spread through Queensland and NSW at least.

The little Holdens are seen as cheap to prepare, reasonably good-handling and they provide an even base for the whole class. Many times the top five Geminis in a club rally are only separated by a handful of seconds over the length of the event. Geminis have become very cheap on the second-hand car market, and you'd be crazy to pay more than a few hundred bucks for a fairly good car. Rust always comes free of charge!! The thing which must be considered is that the Geminis are getting onto 25 years old, with the first of the model coming out in 1975.

Whilst this is not such a bad thing, maybe it's time to consider an upward move into another variety of car for the one-make series. My thoughts are that it's time to go front wheel drive, and there are a number of cars from the mid-to-late 80's which are affordable and would make reasonably competitive cars. Look at the Saturday paper, in the \$0-\$5,000 section and check out the possibilities. There are 1.8 or 2.0 litre Camiras at giveaway prices or Nissan Pulsars (with the Camtech engines and viscous LSD) as a reasonable basis for a frontie rally car.

Whilst not wishing the Gemini series an early death, maybe it's time to update. I'm sure the sponsor 'Bridgestone' will continue with the generous support and maybe a newer field of cars will drag up more sponsorship still. This is not the opinion of the Club, the Rally Panel or anyone trying to take over the class - just food for thought!!



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M Rose	120	120				240
A Brabon	80	60	80			200
C Garven	5	5	40	40		90
T Malby-Luke				80		80
P Leighton		10		60		70
T Lawrence	5		60			65
J Hartnett	40					40
D Jameson		40				40
P Fry	30	5				35
D Pope		30				30
R Kliner			30			30
P Armbrage				30		30
K Lawrence	5			20		25
S Gardiner	15	7				22
B Young	20					20
J Graham		20				20
J Aitken			20			20
B Widdings		15				15
R Macarthur	7	5				12
M Nash	10					10
J Stevens	5	5				10
M Fehhaber	5	5				10
G Watson	5	5				10
S Martin	5					5
L Whiteb	5					5
M Martin		5				5
A Nanning	5					5
R Schmidt		5				5
C Hodge		5				5
G Allen		5				5
G Beale		5				5
M Odey		5				5
M Early	5					5
M Currell	5					5
P Adams	5					5
K Nicol	5					5

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T Rose	120	120				240
D MacGregor	60	40	80			180
D McVillan	30	80				110
M Andray	5	5	40	40		90
K Smith				60		60
T Bice	5	5		60		70
I Lawrence	5		60			65
R Hartnelt	40					40
M Owen		30				30
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T Fehhaber	5	5				10
D Macarthur	7					7
D Perie		7				7
W Reading	5					5
R Kliner	5					5
B Cooper	5					5
T Unsted	5					5
M Widen	5					5
D Cannell	5					5
H Werner-Zott		5				5
K Schmidt		5				5
M Wood		5				5
L Smour		5				5
G Husick		5				5
M Taylor		5				5

RIDGE TO RALLY ALFA

by Tom Smith

Richard Anderson, the BSCC's resident Alfa Romeo specialist and rally competitor has advised that he will be competing in Adelaide in late November at 'Classic Adelaide' the road rally which is the mainland version of Targa Tasmania. He will be taking his trusted Alfa Romeo Montreal, the V8 fuel-injected sports car which came 5th in 1997 and 3rd in 1998. Given a little work has been carried out on the Montreal and Richard is hungry for success, the team is aiming for a win.

Once again trusty side-kick Bruno Fulcher will be calling the corners. To supplement the Avanti team, the Alfa Guilia which has in itself a successful record, will be run in the event with a guest driver. That driver is none other than television personality Glenn Ridge, the compere of 'Sale of the Century'. Glenn is no stranger to motorsport and as anyone who reads the regular motor-racing mags will realise, he's done rallies, off-road events and road events as well. I believe he's not all that slow!

The ride has been arranged through the

rally office who was made aware of Richard's offer to make the car available for the right person. Glenn has been to Richard's workshop and met the man, and seen the car and is by all accounts looking forward to a great event. The Guilia has been fitted with a fresh 1600 engine which will rev all day and a new close-ratio gearbox, so all Glenn has to do is keep it on the black-stuff. Interestingly the Guilia has already been to Targa twice, in the hands of Norm and Kath Singleton (1997) and Brett Wright/Gary McLane (1998). It also has a 100% finishing record.

With some luck the car may appear on the set of 'Sale of the Century' in the week prior to the event so keep your eyes peeled.

2000 MOBIL 1 BRITISH RALLY CHAMPIONSHIP LAUNCHED

Next year's Mobil 1 British Rally Championship was launched on the Isle of Man, at the final round of the 1999 Championship, under the slogan of "The Best National Championship in the World... just got better".

Among the improvements for the year 2000:

- A £30,000 prize fund, rewarding the top three registered amateur drivers in each capacity
- class on every qualifying round. Prizes will be given in the form of vouchers offering a substantial contribution towards the entry fee of the next Championship round.
- A new "National Group N Rally Champion" category has been created for the drivers of all homologated Group N cars (including those with four-wheel drive transmission and/or
- turbocharged engines which are otherwise ineligible for the British Championship).
- A guaranteed entry in the 2000 Network Q Rally of Great Britain for each registered driver who starts every round of the Mobil 1 British Rally Championship.

To help competitors in their search for sponsorship, a new championship brochure includes details of the expected media coverage (television, radio, newspapers, teletext, national

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news agency, worldwide web, etc.). Copies of the brochure are available from the Championship Office, Tel 0044 121 378 2828.

2000 Mobil 1 British Rally Championship Calendar:

1. Vauxhall Rally of Wales, 18/19 March Start & finish Wrexham - 135 miles on Forestry Commission gravel roads
2. Pirelli International Rally, 6/7 May Start & finish Carlisle - 130 miles on Forestry Commission gravel roads
3. RSAC Scottish Rally, 9/10 June Start & finish Dumfries - 133 miles on Forestry Commission gravel roads
4. SEAT Jim Clark Rally, 7/8/9 July Start & finish Duns - 170 miles on closed public roads
5. Stena Line Ulster Rally, 28/29 July Start & finish Belfast - 174 miles on closed public roads
6. Sony Manx International Rally, 7/8/9 September Start & finish Douglas - 210 miles on closed public roads

Keema Classic Rally

by Craig Porter

The Keema Group has again agreed to sponsor the Keema Classic Rally to be held at Gallangowan the weekend of the 4th of December. The event will start at the oval at 1300hrs with eight stages covering a distance of 270kms [180kms competitive] for the QRC. The clubman event will run over five stages of 160kms including 107kms of good competitive roads. Whilst using similar roads to previous years the stages will be different and competitors will be pleased to know that the Elginvale Humps are not in this years event. As always I am looking for road block officials to help. Again Brian Everitt was let down at the Cooloola Classic last weekend by people not in a position to help in that regard. You competitors must realise that it is your duty to the sport to help. I am looking for five stage commanders to support the event. So COMPETITORS if you are not competing then it is you that we are looking for on the weekend. Scrutineering will be held at Keema

Buranda this year. Camping and catering as in previous years will be available throughout the weekend. For further information regarding the event you may contact me on (07) 3376 6563, but come along for a great weekend of fun.

The Hare & The Tortoise

by Dick Owen

Aesop's fable was proved correct at the third round of the 1999 Table Top Rally Series when the event was won by Alison Newbold. Alison, at only her second attempt at running solo, with 153 penalty points, won by 42 points from Keith Mackay with Margaret Mackay third.

Alison was last to finish plotting the course around the map, but her skill in finding the answers to the questions, gave her victory over those who had charged around the course.

The battle for the other placings was close with only 14 points separating second and fifth.

After three rounds, there have been three winners: Tony Best, Keith and Margaret Mackay and Alison, and the point score for the series will depend on the final round to be held at the club at 8pm on Wednesday 20th October.

Our thanks to Tony Best for setting the course and providing his usual first class completed course and answer sheets at the end.

The Table Top Series is open to all, and instruction is available on the night for those wishing to take part in this low key, and fun, mental exercise.

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Embarrassing!!

by Patrick Hetherman

Wednesday the 6th October, location Maroochydore area. There was big red hooking South towards the Brisbane turn off when a yellow and blue rally car came swiftly down the on ramp from Maroochydore. BigRed's crew noted, "Hey that is Buckie Buckmanis and he is hot" Then whack, the yellow pristine bonnet flew up over the screen and roof, turning itself into a concave item! Some swift fishtailing and "Buckie" had it under control and off the edge of the road.

Now Big Red is a lady of class and gently pulled up in front of the rather embarrassed driver. You know pilots always check a plane for basic safety before they climb aboard, maybe a rally driver needs to check the locking pins. Buckie tried to refit the troublesome bonnet, no go the pins needed to be about a foot long. Big Red's crew delivered a swift forearm crunch (as seen on TV footy) and restored the

bonnet to almost new.

Farewells were exchanged and we all parted. "Some mutterings were heard something like, "trust that to happen in front of club members!"

Press Release

Class Leading Baleno's

8 September 1999: All four Keema Suzuki's competing in the Queensland Rally Championship are leading their respective classes. Mark Neary leads P2 in his 1.6 GL Baleno, Tony Kabel leads N3 in his standard 1.8 Group N stationwagon, Henry Ryman leads N2 in his standard Group N 1.6 hatch and Rod Cross leads P3 in his 1.8 hatchback.

All four cars made the trip to Townsville and came away with the goods. Interestingly, the only cars to beat the top three Keema Suzuki's were 4 wheel drive turbo cars.

The team is now looking forward to a big result at the next round of the QRC.

Summary of Events

Oct 30	Bailey Powerlines	BSCC
Nov 13?	Rallysprint Round 3	BSCC
Dec 4	Gallangowan Rally/QRC	BSCC
Dec 11	BSCC Christmas Party	BSCC

At a recent club day at Queensland Raceway Big Red was seen as a pace followup vehicle. Keeping pace with a HSV special Commodore for 8 laps is no way to treat an elderly lady. Is this to be an ongoing affair or was she having a last fling? Boy do those big Kumo tyres make a great sound in turn three. - Patrick Hetherman



Who's a lucky cameraman then???

Blair M. Salter

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Stuff for Sale!

FOR SALE

1982 Mitsubishi Sigma 2.6 Rally
Built as rally car 97/98 with many, many new items - see Club noticeboard for details. Spare standard 2.0 litre motor and gearbox. Reg'd 4/2000 - 311 OIJ. \$6,500 - less than ½ cost. Phone Dick Boardman on (07) 3349 5047.



FOR SALE Gemini shells

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

3

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.

3

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).

4

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.

4

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.

Joke

Sitting on the side of the highway waiting to catch speeding drivers, a State Trooper sees a car pattering along at 22 m.p.h. He thinks to himself, "This driver is just as dangerous as a speeder!" So he turns on his lights and pulls the driver over. Approaching the car, he notices that there are five old ladies — two in the front seat and three in the back, wide eyed and white as ghosts. The driver, obviously confused, says to him, "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?" "Ma'am," the officer replies, "you weren't speeding, but you should know that driving slower than the speed limit can also be a danger to other drivers." "Slower than the speed limit? No sir, I was doing the speed limit exactly ... twenty-two miles an hour!" the old woman says a bit proudly. The State Trooper, trying to contain a chuckle explains to her that 22 was the route number, not the speed limit. A bit embarrassed, the woman grinned and thanked the officer for pointing out her error. "But before I let you go, Ma'am, I have to ask... Is everyone in this car OK? These women seem awfully shaken and they haven't muttered a single peep this whole time," the officer asks. "Oh, they'll be all right in a minute, officer. We just got off Route 119."



Because everything in her home is waterproof, the housewife of 2000 can do her daily cleaning with a hose

Laurie's Bit

Now that some old B.S.C.C. members have found me, and realise I didn't go to the "Big End of Section Control in the Sky" during the drought of '95, how about the odd email to let me know what is happening in the deep north and I'll let you know what is happening down here' apart from bloody AFL football! Some people think I make up these things about which I write, but not so, are all true and are generally things in which I have been involved or seen. Like the story of my latest car:-

Craig, the young bloke down the road, wanted to down size his fleet of cars that needed to be done up; or rather his father said he had too, or move out. So, knowing a sucker when he saw one, Craig asked if I would like his Morris for free; and as that was about the price I could afford I agreed. T.G.F. (for all the new comers T.G.F. stands for The Good Fairy, known in Brisbane as Midge but known down here as Hilary 'cause that's her real name.) my long suffering wife of 33years (and they said it wouldn't last) (and it mightn't! It's not too late. T.G.F.) didn't mind as long as I put it in the garage whilst I was working on it.

Suddenly, as time and a half passed by, generally whilst we were out, bits of Morris Minor started to arrive in our driveway. First arrival was two mudguards followed by a bonnet and two doors, then a front and back bumper. At this point T.G.F. mentioned that she thought that the Morris would have been slightly more of a Morris not so much Minor. I assured her that somewhere, there was one coming. Arriving home one evening from our part time teaching jobs in Wangaratta 75 Km away (The day after we got the jobs they put the price of un-leaded petrol up to 86.9cents a litre.), there, in the drive way was, two more mudguards, a boot lid, two doors, a rear axle assembly, and two more bumper bars. All T.G.F. said was she "Thought it would be a bit more assembled". I explained it was like some imported cars that arrived in Australia, it was C.K.D. (What's that Phoebe?? Ok, C.K.D. means Completely Knocked Down, as distinct from C.K.U. which should be avoided at all costs.) Then one Monday when we arrived home after shopping, there it was, in the driveway, a bright yellow 55 Morris Minor, minus the L.H.F. guard and front seats. T.G.F. and I pushed the beast into the garage as promised; but that meant that the S.U.L.O. had to be moved out. (What's that Tarquin? You don't know what a S.U.L.O. is! Well let me tell you. When I arrived home with my pride and joy, a 63/67 Volkswagen, we can't work out which year, T.G.F. said, looking at me sitting in it, that it reminded her of the Albury wheeley bins which had the trade name S.U.L.O. on the side as the VW was green, had black wheels and was full of ~~CRA~~ rubbish). Now all I have to do is fit the mudguard and front bumper. Fit a couple of front seats (or extend the controls and drive from the back seat like Mr Bean) connect the engine wiring, a few cosmetic bits and away we go. A bloke from the Morris Minor Club of Albury had a look and said it didn't have the woosey economical 803^{cc} motor but has the big mutha super grunty 948^{cc} unit and to hell with the petrol economy.

As with all cars it has to have a name. I have decided that I shall call it "**BERYL**", So when I arrive in Melbourne the mob from the Historic Rally Association will say "Look out, here comes the yellow Beryl from the north!"

Laurie Garth, October 1999
email: laurieg@hotkey.net.au

1999 KCF Rallysport Rallysprint Series Pointscores

Driver	13/03/99	18/06/99	Total
Andrew Theo	15		15
Shaun Gill		15	15
Stephen Wall	4	10	14
Bruce Dummett	12		12
Mark Neary		12	12
Richard Galley	10		10
Phillip Mason	8		8
Kelvin Taylor		8	8
Stephen Davies	6		6
Tristan Carrigan		6	6
Gavin Mosher	5		5
Rex Ford	1	4	5
Steve Copping		5	5
Steve Orlando	3		3
Paul Bergman		3	3
Jason Delaney	2		2
Jamie Macfarlane		2	2
Peter Stewart		1	1

Co-Driver	13/03/99	18/06/99	Total
Tim Kay	10	12	22
Robert Tindal	15		15
Del Garbett		15	15
Tom Smith	12		12
John Eddy		10	10
Katrina Egan	8		8
Rodney Taylor		8	8
Michael Tuppin	6		6
Andrew Carrigan		6	6
Simon Parker	5		5
Kevin Grevell	1	4	5
Brad Leis		5	5
Mick Bruce	4		4
Charlie Orlando	3		3
Murray MacNeill		3	3
Rhys Simmons	2		2
Myles Frost		2	2
John Rutch		1	1

Translating Men

"Let's take your car."
Really means.... "Mine is full of beer cans, burger wrappers and completely out of gas."

"Have you lost weight?"
Really means.... "I've just spent our last \$300 on a cordless drill."

"Uh huh," "Sure, honey," or "Yes, dear."
Really means.... Absolutely nothing. It's a conditioned response like Pavlov's dog drooling.

"Good idea."
Really means.... "It'll never work. And I'll spend the rest of the day gloating."

"I'm going fishing."
Really means... "I'm going to drink myself dangerously stupid, and stand by a stream with a stick in my hand, while the fish swim by in complete safety."

More in coming months...