

BRISPORT

THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB.

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November 1999 Newsletter

“Fullerton’s Battle - Gill’s War”

by Peter Garbett

Saturday 13 November saw the running of the final round of the KCF Rallysport Rallysprint Series and it was a Fullerton who took the win in his first event! Young Christopher Fullerton accompanied father Bruce in the yellow WRX around the two stages, run three times each, in Beerburrum Forest just 45 minutes north of Brisbane.

Recent rain had caused some cautions to be added and other existing ones to be upgraded but the course was nonetheless a good mix of enjoyable roads. It was rather ironic though, that dust was a problem after a downpour in the days leading up to the event.

In his usual manner, Series Sponsor Keith Fackrell kept an eye on the action from the back of the field as sweep car in his Escort, while Jeff Kilbride and Peter Garbett cleared the way at the front for the Fullertons. Bruce and Christopher only just made the distance as the Subaru’s gearbox cried

enough within sight of the finish. They were able to nurse it back to Parc Ferme however. Not so the similar car of Steve Wall/Mick Bruce. The latter were also let down by their drive train but earlier in the day while in fourth place. Shaun Gill and Del Garbett teamed up for the second time and whilst being separated from the eventual winners by just one second on two occasions it was a deficit of 26 seconds between their second place and the out-

right win at the end of the day. Wayne Johnston/John Hayden/Datsun 1600 took third ahead of the two

"...KCF Rallysport has agreed to continue as supporter of a series..."

Commodores of Mark Phillips/Peter Corbet and Brent Poole/Tanya Rew. The latter two crews were just eight seconds apart after forty kilometres of competition and actually recorded identical times on the first run over SS2. It was somewhat amazing yet very pleasing that Brent and Tanya were able to rebuild the Commodore after virtually destroying it at the Bailey Powerlines Rally a fortnight earlier.

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THE CLUB CAPTAIN'S CORNER

BY PETER GARBETT

A sincere thank you to all those who turned out to act as officials at the Bailey Powerlines Rally at Yarraman on 30 October. The Club needed a good number of road blocks to seal off the four stages (each of which ran twice) and while the usual names popped up again, it was heartening to see some of our past and present top competitors in the forest at road junctions, in course cars, operating controls and so on.

Thanks to our Administration Officer/Event Secretary Esme for coordinating the personnel we needed. When I stepped in at the eleventh

hour as Course Checker and informed her of how many road blocks we should have as a minimum I'm sure she went weak at the knees. (I've just told Esme to find an even greater number for the KCF Rallysport Rallysprint which of course will have been run by the time you read this.)

The Baileys survived the last minute move from Imbil to Yarraman, indeed dare I say it makes a nice change to get back into a forest that's not used much anymore. Congratulations to Clerk of Course David Nash, Deputy Del Garbett

and their supportive team. I'm going to take this opportunity right now to suggest that more Club Members get involved in official roles at rallies. Craig Porter has been vocal for some time on this point and I must agree with him that competitors who are not contesting a particular event, put their names down to help out. Believe me, it is a most rewarding experience - don't knock it until you've tried it.

Look at the list of names who fronted to help at the Baileys - some of whom are regulars, some not so but nonetheless all appreciated - Errol

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

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CLUBROOMS:

The clubrooms of BRISBANE SPORTING CAR CLUB LIMITED are located at 1/206-208 MONTAGUE ROAD, WEST END and are open EVERY WEDNESDAY night from 8.00pm onwards.

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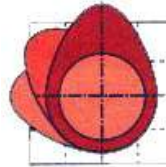
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Bailey, Ian Capps, Alan Clunes, Richard and Dorothy Collingwood, Wes Depper, Adrian Dillon, Tim Donovan, Del Garbett, Dave Grundy, Jeff and Donna Kilbride, Ferris Lee, Keith and Margaret Mackay, Jamie Overend, Dick Owen, Craig Porter, Athol Schafer, Tom Smith, John Spencer, Fred Van Tuinen, Chris Waters, Peter Whalley, and a host of others.

Don't feel left out if your name's not mentioned above, you know you were there and so do we. It's too late as I write to ask that volunteers come forward for the KCF Rallysprint but give Craig Porter (33766563 a/h) or Esme (38460233) a call and put your name down to help at Gallangowan for the final QRC round (Keema Classic Rally) on 4 December.

On a different note, earlier this year the Club was fortunate indeed to have Brisport Editor Karen Soxsmith extend her stay in that position and I'm certain that I speak for all when I say that the quality of



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the magazine has been maintained under Karen's editorship. Come the 2000 AGM Karen will no longer be able to continue in the role due to an increasing number of other commitments. This is indeed a shame, and rather than wait until the AGM I'd like to put out a call for anyone in the Club who may have a certain flair with a keyboard and who would consider nominating for the position of Editor. If this sounds like you contact any of the Board Members ... Thanks for your dedication to the job Karen.

Finally, Iain Stewart may have been the only Queenslander to complete Telstra Rally Australia this year (with Ed Ordynski in 11th outright). Although both Adrian Bukmanis/John Ahern and Steven Shephard/Dale Moscatt had mixed fortunes and subsequently retired, they deserve no less congratulations for commitment and perseverance. Commiserations to both crews who were sidelined by electrical and drive shaft problems respectively.

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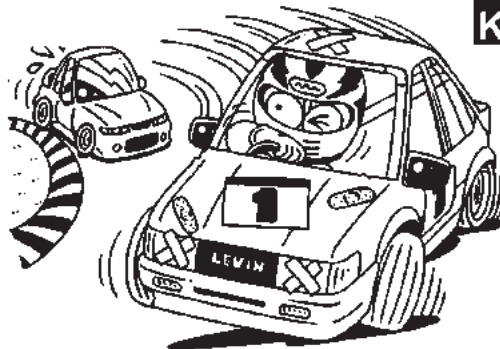
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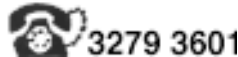
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PRESIDENT'S PIECE

BY ROD SAMS

Many people in the Club are looking forward to the end of the 1999 competitive year so they can have a break. The forced postponements of events from earlier in the year, due to wet weather, has made the end of the year very busy.

We have had to run three rallies and ralliesprints in a period of just over two months. This work load has not only put a lot of pressure on our event organisers but has also been a big ask for our Stage Commanders and Road Block officials. It requires a big commitment to keep coming back.

Our final event of the year is the Keema Classic Rally to be run in December at Gallangowan. This event is being put together by Craig Porter and is always well received. Craig will be looking for officials to help run the event. Please give Esme a call if you can help.

I was disappointed by the attendance at the recent meeting about the ARC. While there was a good number of people who assisted with the running of the event in attendance there was only a handful of competitors who made the effort to come along. We were really looking for ideas and support from competitors for next year's event. While some ideas were put forward it still appears that the ideas and

effort falls on the shoulders of the existing organisers. These people do not have the time to do everything, however, it would seem that there is little interest outside this group in running the event.

The bottom line is that if there is not substantial progress made in the next few weeks in securing sponsorship and getting volunteers to fill key positions the Board will have to make a decision on the running of the event by the end of the year.

One issue has been the payment of entry fees before the close of entries. It is a requirement that payment for entries has to be received by the organisers by close of entries. While this has been a minor problem in the past, payment on the day has been on the increase. Apart from this practice not meeting the CAMS requirements we are finding, even though they are entering, competitors are not turning up for the event.

This does put a financial burden on the Club for paperwork, CAMS fees etc. In future, if your payment is not received by close of entries, do not be surprised if you are not accepted for the event.

The other main issue has been the presentation of cars at scrutineering at the appropriate times. Scrutineering on the day is

for crews who live outside of Brisbane or those who have a "genuine reason" for not attending and the event organisers are notified prior to scrutiny.

At the scrutineering for the Rallysprints less than half the field turned up, while some crews did contact the organisers, some did not. This placed a heavy load on the scrutineers and admin. people on the day of the event. A load they could have done without. This issue will be looked at over the next few weeks to see how the situation can be improved.

Finally, while I am still on the soap box, I would like to say that the poor attendance by competitors at the Bailey Powerlines Rally presentation night was an insult to the event sponsor. It is not much to ask competitors to give up a couple of hours of time to show some support to the people who sponsor our events and the organisers who put them on. Why should they care if you don't?

In closing I would like to thank David Nash and Del Garbett for the great job they did in running the Bailey event. Thanks also go to everyone who worked on the KCF Rallysport Rallysprint particularly Peter Whalley and Esme on the day.



Continued from Page 1...

Clerk of Course Rod Sams and his Brisbane Sporting Car Club team extend a vote of thanks to those folk who attended in official capacities. Numbers of personnel were at a critically low level but as is often the case last minute volunteers were located. Fred Thompson should be congratulated for recently joining with Keith Fackrell in sponsoring the series awards which were presented after the event. The evening wound up with the announcement that KCF Rallysport has agreed to continue as supporter of a series in 2000.

Results:

KCF Rallysport Rallysprint (Round 3)

Outright Winners:

- | | |
|--|---------|
| 1. Bruce Fullerton/Christopher Fullerton/WRX | 0.24.54 |
| 2. Shaun Gill/Del Garbett/VR4 | 0.25.20 |
| 3. Wayne Johnston/John Hayden/Datsun | 0.26.19 |

- | | |
|---|---------|
| 4. Mark Phillips/Peter Corbet/Commodore | 0.26.57 |
| 5. Brent Poole/Tanya Rew/Commodore | 0.27.05 |

Class Winners:

- | | |
|--|---------|
| Stephen Pocock/Gavin Pocock/Civic/R1 | 0.31.38 |
| Mark Neary/Tim Kay/Baleno/R2 | 0.27.20 |
| Wayne Johnston/John Hayden/Datsun/R3 | 0.26.19 |
| Mark Phillips/Peter Corbet/Commodore/R4 | 0.26.57 |
| Bruce Fullerton/Christopher Fullerton/R5/WRX | 0.24.54 |
| Kelvin Taylor/Chris Whitaker/Gemini/Gemini | 0.27.46 |

Final Points Score:

KCF Rallysport Rallysprint Series

Driver:

| | | | |
|-----------------|----|-----------------|----|
| Shaun Gill | 27 | Tim Kay | 27 |
| Mark Neary | 17 | Del Garbett | 27 |
| Andrew Theo | 15 | Robert Tindal | 15 |
| Bruce Fullerton | 15 | Chris Fullerton | 15 |
| Steve Wall | 14 | Tom Smith | 12 |
| Bruce Dummett | 12 | John Eddy | 10 |
| Kelvin Taylor | 11 | John Hayden | 10 |

Co-Driver:

"At least our spirit wasn't broken . . ."

by Peter Garbett

It was only a matter of hours before our scheduled departure when we heard the news - and it set the scene for us for the following nine days.

What I'm talking about of course is the 'Spirit of Tasmania', the TT Line's pride and joy whose multi page full colour brochure is most alluring. We had planned to set sail on her (cars, crew, the whole shooting match) to Devonport from Melbourne and return, taking in the Saxon Safari Tasmania along the way. We especially looked forward with great enthusiasm to the overnight trips, and the long hours in the bars, restaurants, casino, and so on. However, all the best laid plans can go astray - and did with the failure of three of the four engines on board the 'Spirit'. Saxon Safari Clerk of Course Brian Richardson went out of his way to attempt to make alternative arrangements for our team's transport. Media releases associated with the rally made mention of the fact that only three crews were inconvenienced by the 'Spirit' saga. The fact of the matter was that one of the three had pulled the pin on the event anyhow. This left poor Steve Forsberg of Newcastle facing a dilemma. Having to change his travel mode unfortunately left his service crew unable to find the finances for the more expensive journey so the organisers put together a Tasmanian based crew for Steve. He still found the logistics of getting to Tassie extremely tough though. As if being faced with the drive alone wasn't daunting enough Steve set off towing the Corolla Cup car with his girlfriend's Commodore only to experience severe automatic problems.

While all this was happening the Silverstone Team of Jeff and Donna Kilbride, Peter Garbett and Rob Bekker, had tried unsuccessfully to have TT Line offset the costs incurred by staying in extra accommodation, purchasing airline tickets and alternative (and more expensive) vehicular freight we hadn't banked on. We were already behind schedule and had to leave as the vessel the cars were ultimately to sail on was to depart Melbourne earlier than the 'Spirit' would have if she'd not been out of action.

Day One - Tuesday 7 September:

With the red Corolla in tow behind Rob's Patrol we set off prior to daybreak and enjoyed trouble-free motoring out through Cunningham's Gap and along down the Newell Highway stopping briefly in the thriving metropolis of Inglewood. From there we struck out for breakfast at Moree around late morning, made even later by the first of an annoying number of old Coronas towing caravans.

After a couple more stops, somewhere around Gilgandra I think, and West Wyalong, we set off into darkness along Donna's favourite piece of road between Narrandera and Jerilderie before stopping for the night at '8 O'clock Town'. AKA Tocumwal we arrived at the aforementioned time to find that the service station was closed and we were unable to get the diesel we desperately needed. The motel proprietor proceeded to tear Jeff's bankcard to shreds in the Noah's model bankcard machine and on questioning him about somewhere to eat or

drink and not necessarily in that order, he informed us that the pub was closed. You can imagine our utter dismay that the hotel would be shut at such an early hour. The bloke's reaction to our disbelief was something akin to "this IS Tocumwal mate!". Jeff, Rob and I aban-

doned Donna and the gear and set off quickly to the bakery (the only place supposedly still open at that hour). The door was unlocked so we wandered in and the lady behind the counter looked a little bewildered and then informed us that "we're not actually open on a Tuesday evening but we're here for a function and I can warm up some pies for you!". I surmised that the two women sitting in the corner were the ones who were having the function. I further guessed that the only function around the place was a malfunction. I watched Jeff and Rob decimate their pies but I decided I wasn't too hungry after all. We did enjoy the electric blankets and the nice hot showers which were in stark contrast to the temperature outside. It was lucky though that I didn't plan on swinging the proverbial cat in the bathroom!

Day Two - Wednesday 8 September:

We passed a few as yet unopened service stations until sometime after 7am around Numurkah when we ran dry of diesel. The priming completed we found the battery not quite up to the task of seeing us on our way again. Out of the pea soup fog drove an Australia Post contractor on his early morning rounds who played the good Samaritan. With Shepparton came a full tank of fuel and a pleasant drive down to Melbourne with only one Corona/caravan combination spotted. I found it somewhat astounding the number of navigators we had in the Patrol once we hit the outer suburbs of the capital. One (who shall remain nameless) wouldn't take the map off me for love nor money - she was obviously the most experienced.

We found our way to an Avis outlet where we all discussed whether the Tarago or the Pulsar would best suit the needs of the four of us and Steve Forsberg who we were yet to collect. Leaving the Pulsar behind I drove off in the Tarago while Donna pondered the possibilities for the use of the vast wasteland of dashboard which lay in front. Webb Dock was our destination where we were to meet Forsberg and bid bon voyage to

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In our spare time between the Dock and the flight to Devonport that evening we did the touristy things. First stop was a sidewalk café in one of the inner city suburbs where we took in some refreshment. This was my first trip to Melbourne you see and I couldn't resist the temptation to photograph a tram as it appeared from behind Jeff's head. I hadn't seen one of those things (the tram) since they were outlawed in Brisbane when I was a lot younger.

The Casino beckoned and while Rob instigated a conversation with the barmaid Donna was seduced by the pokies. The latter liaison was not an isolated case and such a relationship developed again during our travels. Before long our Service Manager passed up the barmaid and joined Donna on the machines while Steve, Jeff and I took light refreshments. Following Rob's win and Donna's loss we dumped the Tarago at the airport and took in a meal before the real dramas unfolded.

I have a severe lack of sight after dark but I was able to catch a glimpse of our flight attendant. I was quite relieved that Rob was in the aisle seat and bore the brunt of

verbal contact with, I think his name was 'Paul'. The descent into Devonport airport was equally unnerving as was Paul. Forsberg shared my concern over the pilot's choice of manoeuvres - 'Left 4 Long immediate Right 3 then Caution Bump then Left 3 into Stop Point'.

The plane it seemed had been somewhat overweight and rather than inform the pilot or anyone in Devonport, the staff in Melbourne elected to exclude fourteen items of luggage including all my worldly possessions and some belonging to the Kilbrides.

Donna and I waited patiently(?) at the end of the queue to be told that the next flight in was 9.30 next morning so we climbed aboard the shuttle bus for the seven kay ride into town. We've seen the movies 'Speed' and 'Speed 2' and know how they end but Mrs Kilbride commented during the ride that we must be on 'Speed 3' - the outcome was yet to be determined! This bus driver was, shall we say, fairly committed to his corners. Nonetheless, he was obliging, or so we thought, in dropping us at the door to warm hospitable accommodation for the night. "Not a backpackers driver" we said. There were bunk beds in the rooms and I think there may have even been

cupboards. Devonport was growing cool at this time of the night, by then about 9 o'clock, and we all agreed that the thin quilts laying on top of the mattresses may be insufficient to sustain life through until morning. Strangely, a unanimous decision was reached to look for alternative accommodation. Some of us were running drastically short of funds by now and Forsberg's desperate situation was highlighted when he attempted to make off with one of Devonport's parking meters.

We soldiered on through the deserted streets with heavy bags in tow (at least those that weren't holidaying in Melbourne). On our third attempt we were successful in finding a quaint old pub with about twenty minutes of drinking time left. Raising the Bundy and Coke to my lips I spotted what looked like a Christmas Tree on the far side of the river - it was that bloody boat that had broken down and had become stranded in Tasmania.

Day Three - Thursday 9 September:
We woke to find a window through which daylight was shining. . . . Fully expecting to glimpse a view of the pretty Mersey River and surrounding downtown Devonport, I rose and approached

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the window to be greeted by a vision splendour of a store room packed to the ceilings with old mattresses, paint tins, doors, various lengths of old timber, buckets and other general s-t. At the far end of the room was an opening through which daylight was shining, the other side of which lay a view of the carpark and a brick wall beyond. Not wishing to lose the memory I took the camera and snapped this happy holiday shot so that the vision will remain with us for all time. I needed a strong black coffee after that!

We took breakfast and proceeded to board the Mersey River Ferry which would transport us to the eastern bank where we arrived just in time to collect the cars as they were unloaded some three and a half hours later. Devonport was a lovely little place but we did have to leave for Hobart (via the airport which had by now received our overdue luggage) as the media day was starting at this time. The media day was finished for more than two hours when we finally drove into Hobart so we went straight on in to the centre of town and Sparco Tyres (one of the team's supporters for a number of years) where some shuffling of vehicles, parts and luggage was done before retiring to our quaint accommodation at Graham Court. Lovely place - not new but in a fairly well maintained state, and self contained which suited our style. However, I was glad at this point to have left the cat at home - there was no doubt in anyone's mind that there would have been insufficient room to swing it. However, it also obviously suited the lifestyles of some of the FIV crews, the rally.com.au boys and the Goasdoue entourage. Forsberg had gone another direction as the Clerk of Course had organised for him to stay at a friend's house where Steve was given the run of the place. This left just Jeff, Donna, Rob and I among a double and two single beds. When our man Brad Reinke arrived from Brisbane by plane the next night we made up the lounge furniture for him to sleep on - the suite consisted of a two seater - that's all! Donna and I went shopping a little later than we traditionally do and we were certainly pleased to find that there was a Coles supermarket at the end of our street. It

was a little difficult to find the entrance however as the place was undergoing renovations and one had to wind one's way via a maze of tunnels, twists and turns through what should ideally have been signposted "hard hat area". I was glad to have an experienced navigator along to help me find the trolleys. On asking the kind young girl with the name tag why I couldn't separate the trolleys she explained that "you just have to put twenty cents in and you get the coin back when you return". "Oh, really? We don't have to do that back in Australia" was my reply. What a strange look I got as we disappeared off down the aisles.

Day Four - Friday 10 September:

As I packed lunch for the kiddies (Jeff and Donna) and they drove away in the Liberty to recce, Mr Bekker and I took care of some formalities and we seemed to be catching up finally. Rob and I were to take the car through scrutineering but first the car was emblazoned with a host of extra signage. Most of this was in the form of event sponsor decals which were placed most professionally by Rob, while a couple of others were taken care of by signwriters. Silverstone had kindly forwarded propaganda to Sparco direct from Malaysia with which I was able to compile a respectable media kit. Scrutiny was a breeze - once we found our way there - ok Rob, so we were four turns away and I found about fourteen (our ideal route there ran just off the edge of the map). Rob worked through his list of things to do to the car back at Sparco while I searched the streets for a legal parking spot near Rally Headquarters at the Grand Chancellor Hotel. After catching up with Ryan Lahiff of rally.com.au at the media centre where the Silverstone sample bags, newsletters and media kits found their new home, I wandered back to Graham Court where the housework was patiently waiting. After trying unsuccessfully to find a woman to look after the clothes washing, dishes, cleaning, and so on I decided to take on the tasks myself - shh! The driver and co-driver arrived in time for a brief rest before the compulsory briefing which we all attended. Just when we thought the day had been relatively incident free and laid back the calm was shattered with the arrival of team mechanic Brad

("The Fish", aka "Dentures") Reinke. For those who don't know Brad suffice to say he doesn't fit the "shy little flower" category - especially when in party mode. What we found entertaining though, was his dress standard had improved sufficient to allow him to fly business class - a treat to us indeed seeing Brad dolled up in suit - complete with "The Phantom" tie.

To be continued - next month...

Media Release

FORMER QUEENSLAND CHAMPION BACK IN FRONT

by Peter Garbett

Monday 1 November: Past Qld Champion Peter Phillips has taken co-driver Dominic Corkeron and the Lancer to a win of almost a minute over Wayne Johnston/John Hayden/Datsun 1600 in the Bailey Powerlines Rally at Yarraman on Saturday 30 October. "Phillo" took an immediate liking to the fast humps of Peach Logging Area just to the north of town by scoring equal fastest on the first stage with Dave Feron/Graeme Offer/Datsun 1600 and Steve Wall/Mick Bruce/Subaru.

The pace for much of the event was set by the above four crews, the winning margin being 58 seconds while third placed Wall lay a mere 17 seconds in arrears of Johnston. Retirements were few. Earliest to be disappointed must surely have been Mark Taylor/Robyn Ernst whose RX7 gearbox seal failed virtually at the starting line. After a couple of top ten times Steve Orlando and Peter Kneller unfortunately rolled their Corolla out of the event. A more spectacular exit with more dire results was that of Brent Poole and fiance Tanya Rew in the ex Chris Corbee Commodore. Over the final hump along the fence line in SS 5 "Peach 2" the car rolled and was extensively damaged. In only their second event the pair would have

been sixth outright at the halfway point were it not for a minute and a half penalty incurred. For the record, Tanya was taken to hospital and was later released. Let's hope that both Brent and Tanya are back in the forest soon.

The Brisbane Sporting Car Club extends a hearty thanks indeed to the likes of John Spencer, Tom Smith, Tim Donovan, Jeff and Donna Kilbride, Wes Depper, Alan Clunes, Ian Capps, Dave Grundy, Ferris Lee, Adrian Dillon, and Fred Van Tuinen, along with the regulars such as Keith and Margaret McKay, Dick Owen, Jamie Overend, Richard and Dorothy Collingwood, Craig Porter, Peter Whalley, Errol Bailey, Esme Gibson, and BSCC President Rod Sams, for the many and varied tasks they and others carried out on the day. Rod Bailey's company Bailey Powerlines, has sponsored the event for more years than most can remember and if the way in which Rod was talking at the end of the event was anything to go by, the event will continue next year with the same name.

Clerk of Course David Nash and his team put together the rally in a matter of weeks after weather damaged roads at Imbil (the traditional home of the Bailey's) necessitated a change of venue and date. Naturally she has to confirm her calendar of events as a competitor first but it is highly likely that the 2000 Bailey Powerlines Rally will see this year's Deputy Clerk of Course Del Garbett at the helm.

Provisional Results at 30 October 1999

Bailey Powerlines Rally

Round 5 1999 GP Cars Clubman Series

Round 3 1999 Bridgestone Gemini Series

Outright:

| | |
|--|---------|
| Peter Phillips/Dominic Corkeron/Lancer | 0.51.43 |
| Wayne Johnston/John Hayden/Datsun 1600 | 0.52.41 |
| Steve Wall/Mick Bruce/WRX | 0.52.58 |
| <i>(first - Clubman Series)</i> | |
| Dave Feron/Graeme Offer/Datsun 1600 | 0.54.19 |
| Kelvin Taylor/Rodney Taylor/Gemini | 0.55.12 |
| <i>(first - Gemini Series)</i> | |
| Jamie Macfarlane/Myles Frost/Gemini | 0.55.44 |
| Henry Ryman/Rod Biggar/Baleno | 0.55.51 |
| Michael Guest/Paul Ferguson/Stanza | 0.55.55 |



QRC LOOKS FOR HELPERS

by Tom Smith

With the usual plight of rally organisers in Queensland being a lack of volunteer officials to make an event happen, an innovative solution is being considered.

Following hot on the heels of the Victorian Rally Panels recently published intention to make "helping" compulsory, the Queensland Rally Advisory Panel is looking at the same principle. Whilst many competitors are more than happy to travel to a rally to spectate when they aren't competing, it seems no amount of coercion or persuasion can get these competitors into official roles. One possibility was to offer an incentive to those who assisted in a local event during the year, by way of additional points towards the series they were contesting.

A more favoured suggestion is that competitors intending to be eligible for points in a state championship or series, must have been recognised as helping out at least once during the preceding year. This means that for the first year of the proposal, 2001, those who wish to win a championship must have given up their time in 2000 on an event of some kind.

On the understanding that there are at least three separate target groups of events - the QRC, the Clubman Rally Series and the Rallysprint Series - it is considered reasonable to include competitors in the solution.





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BRISBANE SPORTING CAR CLUB CHAMPIONSHIPS

The Club Championships will be scored this year in the same way as they have been for previous years.

There will be five separate championships, as well as an overall Club Championship, Ladies Championship and Junior Championship. The five series will be Historic, (Touring Road Events), Night Run, Off Road (Long and Short Course), Rally and Speed Event (Rallysprints).

Points may be scored in all BSCC organised events, and in the Interclub Night Run Series. Points will be allocated in each event only to members who are financial at that time (i.e. to those who have paid their membership subscription at the time of the event). In all events, points will be awarded according to Club members' results only (e.g. if a BSCC member comes 17th outright in an event but this is the best result for a Club member, that competitor will receive the points for first place, and so on).

Points for the various types of events will be allotted in the following way: 11 points for the winner (remembering that "winner" means best BSCC results), 10 points for second etc., down to 2 points for tenth and 1 point for all BSCC finishers thereafter. In all events only outright results will be considered, not class placings.

In the case of a tie (e.g. for third place), both competitors will receive nine points for third place, the next best results will be allotted seven points for fifth place. Officials in all events will also score points towards a Club Officials' Championship the pointscores to be allocated as per the list in the March 1997 issue of "Brisport"

Finally, the top ten place-getters in each of the five types of events and the official's championship, will receive a points allocation of 11, 10, 9, 8 etc. in order of their placing (regardless of actual points gained) and all those below tenth will receive 1 point each. It is this total which will determine the Club Championship.

The Ladies Championship and the Junior Championship (competitors up to 17 years of age) will be scored on a similar basis to the respective types of championships (e.g. rally, speed, etc.) but needless to say only lady and junior members respectively will be eligible. Ladies and Juniors will still compete in the overall Club Championship but will not gain any extra points from their results in the Ladies and Junior Championships.

Tony Best has volunteered his services as Club Registrar for 1999. Competitors should check their pointscores and advise Tony (phone 3371 0367 h) if they consider that there is a mistake in their scores.

Hopefully some pointscores will appear in next month's issue of "Brisport"

Help! I need a Panel Beater

Justin Russom has requested for anyone in the panel beating/spray painting business who can help repair his Evo III Lancer which was rolled at the Cooloola Classic. If this is you then Justin is eagerly waiting to hear from you. He can be contacted on 3839 5222 (b/h) or 3711 3638 (a/h).

A boy was walking down the road when a car pulled over. "If you get in," the driver said, "I'll give you \$10." The boy refused and kept on walking.

A bit further along, the man pulled over again. "Ok, how about \$20 and a bag of lollies?" the driver asks. The boy told the man to p*** off, and kept on walking.

Further up the road, the driver tried once more. "Right this is my final offer, I'll give you \$50 and all the lollies you can eat". The little boy stopped walking, went towards the car, leaned in and said:

"You bought the Volvo, Dad..... now live with it!"

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 std 2.0 litre motor and gearbox. Reg'd 4/2000 - 311 OIJ. \$6,500 - less than 1/2 cost. Phone Dick Boardman on (07) 3349 5047.

2

FOR SALE

Gemini shells

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

4

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. Ph Andrew Theo on (07) 3883 3133.

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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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

COMING EVENTS

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

Keema Classic Rally

Once again Henk Kabel and the Keema Automotive Group are sponsoring the annual Gallangowan Rally on Saturday 4 December. This is a great way to end the rally year as most crews and officials camp overnight at the Gallangowan Oval. Competitors have to book in by 10.30 am with the event commencing at 1.00 pm. Clubman competitors will have 108 km of Special Stages with 54 km of Liaison, while QRC competitors will have 183 km of Special Stages with 91 km of Liaison. This event is the final round of the Queensland Rally Championship, the GP Cars Clubman Rally Series and the Bridgestone Gemini Challenge. It should finish at around midnight followed by the trophy presentation at Gallangowan Oval. Catering will be organised from lunch time on Saturday to breakfast on Sunday.

Officials are needed as well as competitors. *For further information contact Craig Porter on 3376 6563 (home)*

Willowbank Off Road Event

SEQORRA are organising a Short Course Off Road Event at Willowbank Raceway (Ipswich West Moreton

Auto Club dirt circuit) on Sunday 5 December. This will be the final round of the 1999 Queensland Short Course Off Road Drivers Series. *For further information contact Steve Hilton on 3882 3772 (home)*

Club Christmas Party

The Club's Annual Christmas Party will be held at Rosati's Restaurant, New Farm on Saturday 11 December starting at 7.00 pm. See the advertisement elsewhere in this magazine. *For further information contact Esme at the Clubrooms.*

THE MOTORSPORT CALENDAR FOR 2000

The final year of the Millenium looks like being a good one for motor sport.

RALLIES

The 2000 Australian Rally Championship will be held over the following rounds:

| | |
|-------------------|-----------|
| Forest Rally, WA | 1/2 April |
| Rally of Canberra | 5/6/7 May |
| Rally Queensland | 3/4 June |

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| | |
|--------------------|-------------------|
| Coffs Harbour | 1/2 July |
| Rally of Melbourne | 26/27 August |
| Rally of Tasmania | 7/8 October |
| Rally Australia | 10/11/12 November |

The Rally of Canberra and Rally Australia will count towards the Manufacturer's Championship and the other five rounds will count towards the Driver's Championship Super Series.

The Queensland Rally Championship will be held over the following rounds:

| | |
|------------------------|------------|
| Cooloola Classic Rally | 11 March |
| Rally Queensland | 3/4 June |
| Townsville | 15/16 July |
| Gallangowan | 2 December |

The Formula 2 Rally Championship sponsored next year for the first time by the Keema Automotive Group will be held in conjunction with the QRC.

The Clubman Rally Series will be held over the following rounds:

| | |
|--|----------|
| Cooloola Classic Rally | 11 March |
| Moby Vics | 8 April |
| Gladstone - to be advised probably early May | |

| | |
|-------------------|-------------|
| Townsville | 15/16 July |
| Bailey Powerlines | 2 September |
| Gallangowan | 2 December |

Rallysprints

BSCC is again planning to run a three round Rallysprint Series sponsored by KCF Rallysport, on the following dates:

| | |
|---------|-------------|
| Round 1 | 19 February |
| Round 2 | 29 July |
| Round 3 | 21 October |

Off Road Events

The Australian Off Road Championship will be held over the following rounds:

| | |
|-----------------|---------------|
| Swanbank Qld | 18/19 March |
| Griffith | 24/25 June |
| Kempsey | 15/16 July |
| Pooncarrie Vic | 26/27 August |
| Springfield Qld | 21/22 October |

The Queensland Long Course Off Road Championship will be held over the following rounds:

| | |
|------------------|----------------|
| Chinchilla | 19/20 February |
| Swanbank | 18/19 March |
| Halliford (AARG) | 21 May |
| Jimna | 3/4 June |
| Gatton | 5/6 August |
| Kilkivan | 9/10 September |
| Springfield | 21/22 October |

The Short Course Off Road Drivers Series will be held over the following rounds

| | |
|--------------------------|-------------|
| Mothar Mountain - Gympie | 30 January |
| Ipswich | 9 April |
| BSCC event | 30 April |
| Bucca | 27 August |
| Millmerran | 1 October |
| Echo Valley - Toowoomba | 12 November |

Historic Rallies/Touring Road Events

The Motor Show Rally will be held on Saturday 5 February. Further dates for Historic Rallies will be advised in later issues of "Brisport".

Night Runs

The Marque Sports Car Club will again be co-ordinating an Interclub Night Run Series. These will generally be held on the third Friday night of each month, commencing at 7.30 pm from the K Mart Car Park at Cannon Hill.

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