

BRISPORT

THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB.

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December 1999 Newsletter

MILLMERRAN CLASSIC

by Rod Sams

Round 2 of the Queensland Offroad Short Course Series was held at the Reserve Raceway at Millmerran over the weekend of 20/21st of November.

The best entry for sometime contested the event with competitors travelling from Warialda and Gympie to compete. Forty drivers had lined up on Saturday for the time trials that were to decide the starting order for the heats on Sunday.

The Zacka entry was the first to retire with mechanical problems. Laurie Svenson (144) set the fastest time. From Russell Hartnett (110) and Chris Hutton (109). Unfortunately the Hartnett car was withdrawn from the event after Judy had a rather spectacular roll over during her time trial. While Judy escaped unharmed the car was a little worse for wear.

The Taylor Team brought four cars to the event including Neville's Stadium truck. While Nev and Michael ran in the Class 1 buggy (186) Clayton and Ryan shared drives in their Bajas (404 and 410). Class 5 was also well represented with the way being lead by Greg Green in his Gallant (522).

Sunday saw the racing begin in earnest with each driver to contest four heats. The first heat saw Svenson set the pace from Hutton and N Taylor in Class 1 while Class 2 was being lead by John Batchelor (296) from Colin Gaven (295) and Howard Rose (292).

Dave Armitage (321) was leading Brad Cooper ((304) and Kirrilly Nicoll (304A). While in Class 4 the Taylor boys were having a close contest. Class 5 was being lead by Green from Wayne Barlows Ford Ute (549) and the Datsun of Peter Hine (591). John Wager (609) and Andrew Hickson (696) were fighting out Class 6.

The remainder of the heats saw some very close racing. While there was no change in the positions in Class 1 Don and Russell Macarthur (256) moved to 2nd and 3rd in Class 2. The Class 3 leader board remained the same while the two horse race in Class 4 was won by Clayton Taylor.

Scott Wilcox (517) in his Datsun moved to 3rd in Class 5 while Randall Kilner (617A) filled the same place in Class 6.

Full results published elsewhere in the Magazine.

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PRESIDENT'S PIECE

BY ROD SAMS

The running of the Keema event at Gallangowan was the Club's final competitive event of the year. The end of the rally year was celebrated in style by those who stayed over at Gallangowan until the Sunday. There were certainly some "fit" people wandering around on Sunday.

Craig Porter and his organising team put together a well-run event. The only dampener on the event was the number of crews who had altercations with the local greenery. Fortunately no one was seriously hurt and all are on the way to recovery.

Our last function of the year was to be our Christmas Party; however, due to lack of interest we had to

cancel it. Enough said.

I would like to take this opportunity to thank everybody who was involved in running the Club during 1999, all competitors and event organisers. We have had a very busy year starting with our relocation in January. Thanks also go to all our sponsors of our various events. Without their support and assistance our events would not have been as successful as they were.

I hope everyone has a great break over Christmas and the New Year. Merry Christmas to all and I hope everyone will see in the new millenium in style. I look forward to seeing everyone back on deck next year.

**Contribution cut-off date for the next Brisport is...
10 February 2000**

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THE CLUB CAPTAIN'S CORNER

BY PETER GARBETT

Last one for the year! The Keema Classic Rally has been run and won and wasn't there some carnage. It's unfortunate about the number of accidents a couple of which were really quite serious and could well have had more disastrous consequences. Board Member Jamie Mcfarlane with co-driver Myles Frost were arguably involved in the biggest accident and although a visit to hospital was necessary I am informed that both escaped with nothing broken. I understand Jamie was at work on the Monday after the event.

The expected challenge between the Coote and Spencer 1600's didn't materialise as the former retired early. Other significant front runners to pull out prematurely included Ross Dunkerton/Alan Stean/Datsun, Bruce Dummett/Tom Smith/Lancer, John Goasdoue/Glen Weston/Lancer and Ian Wright/Paul Young/Galant. Congratulations to Peter Phillips and Dom Corkeron for their efforts in taking the Lancer to an outright win - that makes two on the trot - and to Spencer and Best for setting a two wheel drive amongst the 4WD turbos in second ahead of Steve Shephard/Dale Moscott/Lancer and George Shephard/Del Garbett/Lancer. Glen Duthie/Ron Peters took the Isuzu Gemini to a credible fifth place

ahead of the Baleno of Mark Neary/Gary Hamilton. Unfortunately for Glenn Brinkman his debut in the Celica GT4 was marred by a huge time loss on SS3 and ultimate retirement at the halfway when co-driver Gareth Monaghan was ill. But for a couple of setbacks which included punctures and a wrongly recorded time the Kilbride/Kilbride Corolla and the Wall/Bruce Subaru would likely have both finished somewhere between fifth and eighth places.

The competitors owe a vote of thanks to Craig Porter and Henk Kabel who continue to return every year in their respective roles of Clerk of Course and Event Sponsor. Thanks must also go to the healthy number of people in "Craig's Army" who put the rally together and conducted the event on the day.

The Club now winds up its activities for the Christmas/New Year break and will reopen its doors early in the New Year with its sights set on a season of growth.

To all Members the Club extends a Very Merry Christmas and a Safe and Enjoyable New Year.

See you in 2000!

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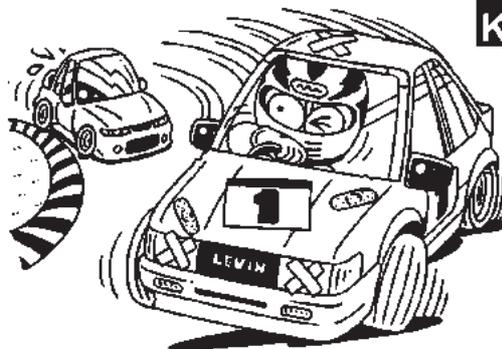
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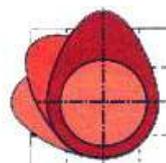
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ARC Review

by Rod Sams

Its never too late to look in from the outside

We come to the end of another year but this one is different. Next year we move into a new millenium and like so many others it is time for review and focus on where we are going as a club.

Over the last couple of years we have been in a state of flux. Resumption of our old club house, upon which we owed nothing. Temporary accommodation whilst we discussed (fought) with Main Roads and now we are settled into our own club rooms again, bigger and better than before but with a mortgage. The club finally completed the events calendar and now, we look forward.

Whilst taking stock now that we have the time we find that we have a few problems that need attention. Obviously the main one is finances.

We find that the biscuit tin is not as full as we would like. Unfortunately the big event of the year, the ARC did not fill the coffers as we wished, in fact it went the other way. The club has faced

similar problems before and got over it and we intend to do that again. In an effort to look at the situation and try to plan for a better result next year, the club asked Jim Reddiex and Pat Hetherman to look at the event and come up with any recommendations. These two very able Gentleman will be assisted by Fred van Tuinen and Pat Collins. The first report was tabled at the last board meeting and some of the suggestions, are already being acted upon by board members.

One thing that is absolutely certain is that the club will require far more people to put up their hand to assist in the future. The current members of the organising committee have done a great job but they do need far more assistance to ease the load.

It was disappointing at the last meeting on the ARC, called on the 10th November so few attended. In the new year if we call again it would be great to have more attend. The club cannot afford to lose money, We must put things right, think about it. The ARC is in your hands.

HELP WANTED!!!

This is one for the old timers in the Club.

The following request was sent to the Club from Les Cassidy, Film Preservation Officer of ScreenSound Australia (National Film & Sound Archives).

"I am researching a collection of films which were mostly out takes, C1950 of car trials, car races, hill climbs, bike trials, bike races etc which were we believe was photographed by Arthur Kitchener Morris, St Lucia, Queensland.

With the films is a program for a hill climb championship at Kenmore Hill, April 23rd, 1950, Queensland Motor Sporting Car Club.

Also in on of the films there is a car which has the following written on the side.... Louis Chiron, 1st Grand Prix Australia 1952, 1st Grand Prix France Reims, 1949"

If you can help or know somebody who may be able to help Les would appreciate any information. E-mail contact is Les_Cassidy@screensound.gov.au

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WILLOWBANK SHORTCOURSE

by Rod Sams

The final round of the Queensland Offroad Short Course Series was ran at Willowbank on 5th December by SEQORRA. Twenty-five drivers entered the event. Conditions were hot and dusty, a situation which made life difficult for the organisers. While the dusty conditions cause problems with the drivers the wet conditions after watering the track also causes problems. The correct balance is not easy to achieve.

The event was the last round of the Series with some hotly contested heats required to sort out the final positions for the year. At the end of the day Glen Hancey in his quick Class 3 buggy (303) took the outright honors from Laurie Svenson (144) and Randall Kilner (219).

1999 QUEENSLAND OFFROAD SHORT COURSE

*** SERIES WINNERS ***

Class 1	1 st	Chris Hutton	Class 5	1 st	Scott Willcox
	2 nd	Laurie Svenson		2 nd	Wayne Barlow
	3 rd	Judy Hartnett		3 rd	Greg Green
Class 2	1 st	Colin Gaven	Class 6	1 st	Andrew Hickson
	2 nd	John Batchelor		2 nd	Randall Kilner
	3 rd	Brendan Kelly		3 rd	Andrew Manning
Class 3	1 st	Brad Cooper	Class 7	1 st	Anthony Brose
	2 nd	David Armitage		2 nd	R Gordon
	3 rd	Kirilly Nicol	Class 8	1 st	Ken Smith
Class 4	1 st	Clayton Taylor	Class 9	1 st	Michael Retallick
	2 nd	Keven Hufschmid			
	3 rd	Ryan Taylor			

SOUTH EAST QLD OFF ROAD RACING ASSOCIATION ROUND 3, 1999 QLD OFF ROAD SHORT COURSE SERIES - 5th DECEMBER 1999

Driver	Car No	Heat 1	Heat 2	Heat 3	Heat 4	Total	Heats Comp	Class	Outright
Class 1									
Laurence Svenson	144	5.04.81	4.45.91	5.02.72	4.19.22	19.12.66	4	1	2
Chris Hutton	109	5.14.50	4.47.81	5.30.37	4.33.12	20.05.80	4	2	6
Jenelle Svenson	144A	5.17.85	5.13.37	5.00.10	4.53.03	20.24.35	4	3	9
Class 2									
Randall Kilner	219	4.57.44	4.56.50	4.42.03	4.42.97	19.18.94	4	1	3
John Batchelor	296	5.09.16	4.47.22	5.00.00	4.29.50	19.25.88	4	2	4
Jim Dwyer	238	5.09.53	4.45.66	5.12.25	4.47.76	19.55.20	4	3	5
Colin Gaven	295	5.20.07	5.01.44	5.16.62	4.55.44	20.33.57	4	4	10
Jason McKellar	234	5.36.00	5.29.56	5.19.42	5.15.97	21.40.95	4	5	12
Troy Crane	244	5.07.35	4.54.44	5.12.43	DNS	15.14.22	3	6	21
Brendon Kelly	275	DNF	5.45.28	6.12.79	5.16.22	17.14.29	3	7	22
Class 3									
Glen Hancey	303	5.11.90	4.32.31	4.41.88	4.26.38	18.52.47	4	1	1
Brad Cooper	304	5.45.97	4.55.68	4.52.14	4.45.56	20.19.35	4	2	8
Kirilly Nicol	304A	6.24.12	5.25.46	5.01.19	4.57.75	21.48.52	4	3	13
Andrew McKay	386	6.25.69	5.33.00	5.37.72	5.20.78	22.57.19	4	4	17
Dave Armitage	321	DNF	4.55.34	5.08.21	4.57.18	15.00.73	3	5	20
Class 4									
Keven Hufschmid	472	5.02.03	4.44.25	DNF	DNS	9.46.28	2	1	23
Class 5									
Steve Hilton	504	5.17.53	5.31.59	5.06.40	4.52.00	20.47.52	4	1	11
Wayne Barlow	549	5.52.32	6.00.81	5.19.56	5.06.68	22.19.37	4	2	15
Scott Wilcox	517	5.52.53	6.03.62	5.26.18	5.12.16	22.34.49	4	3	16
Peter Adams	531	6.44.60	6.02.88	5.40.99	5.20.35	23.48.82	4	4	18
Mathew Bowden	555	DNF	DNS	DNS	DNS	-			
Class 6									
Andrew Hickson	696	5.28.47	4.56.30	5.07.56	4.37.13	20.09.46	4	1	7
Penny Armitage	621	8.32.12	DNF	DNF	DNF	8.32.12	1	2	24
Class 8									
Ken Smith	802	4.44.84	4.39.53	5.24.58	DNS	14.48.95	3	1	19
Class 9									
Michael Retallick	933	5.39.85	5.25.31	5.35.40	5.15.17	21.55.73	4	1	14

"At least our spirit wasn't broken..."
continued from last month...

Day Five - Saturday 11 September:

As part of my role I visited HQ at some ungodly hour for the purpose of checking for bulletins and the starting list. In a sadistic sort of way, I was also mad keen to get my hands on a copy of the nine cars who were to be named at 0600hrs as that nine who were charged with speeding during recce. Prior to the Super Special Stage at Derwent Entertainment Centre the official start to the Saxon Safari took place near the docks just up the road from Rally HQ. This was a fairly informal affair the highlight of which for me was having my photo taken against a backdrop of the 'Aurora Australis'. SS1 at the DEC went off without a hitch - for most anyhow. Mr Kilbride reliably informed me that the crowd numbers were down a little on previous Saxons but the thousands in attendance were still in for a show. Not so much by Possum or Neal as is the norm, but poor Steve Forsberg struck trouble from the first corner - he struck the ground on the first corner, but the Corolla Cup driver continued the moment the car rolled onto its wheels again, albeit with immeasurable positive camber on the right front and considerable panel damage. I consider Steve must be related to the Kilbrides somehow in as much as virtually nothing stops him. After completing some of the competition minus a bonnet but still driving in a quite determined and capable manner, he continued on throughout much of the weekend experiencing a number of ups and downs along the way. Steve and co-driver David Stevens were seeded a few cars behind Jeff and Donna and consequently we only bumped into him from time to time during the remainder of the event. Off to New Norfolk for a quick roadside service and, everything ok I motored on in the Liberty chasing the red Corolla in to the start of SS2 'Leesons'. After confirming with Jeff that all was aok I set off for the end of SS3 'Blue Gum' - there was no way into the end of SS2 for me as there were no connecting routes to the short liaison between 2 and 3. The mood changed to a sombre one from here as I drove towards the end of SS3. After passing Bourne, Bates and co coming out of the stage there was a gap before I arrived at

the control during which time I should have gone past Stewart Reid. I don't need to go over the gory details of the horrific accident that befell Stewart and co-driver Michelle Murphy, suffice to say we're all mighty glad that they didn't come out of it worse. Before this article continues, get well soon folks and see you back in the forests! As news of the accident spread everything else paled into insignificance.

I'd driven back to the service area at Bushy Park and was only there a matter of minutes when Denise Collins came through with the news that our crew were stopped at the start of SS3 and were going nowhere. Mobile phone communication between Jeff and ourselves was patchy even with the choice of the phone collection available to us. 'Fish' and I borrowed a tow rope from an obliging Denise and headed for the start of SS2. You'll remember we had no way of getting to the start of SS3 without driving through 2. It was about this time I realised why I changed my mind at the last minute and asked "Sparrow" to leave the rally tyres on the Subaru that morning. A moment's respite from the frivolity of this tale to describe SS2. If you haven't seen Tasmania or its forestry, and until now I hadn't, an adequate description is difficult. Words fail me, suffice to say that the countryside is breathless with deep gorges, crystal clear streams (of what I imagine would be a refreshing temperature), a forest road system of steep climbs and daunting descents, more hairpins than your old granny, and a road base that stands up pretty darn well with the passage of cars - and of the stages that Brad and I drove, I couldn't use the word rough.

I figured that the term chase car must have had some relevance to speed as the Oxford Dictionary mentions something about "to hurry after" under the word "chase". With this in mind I informed Brad that we should not dilly-dally about in reaching the stricken crew of car 36. Satisfied that I had justified my imminent swift motoring I entered the stage and encountered a rather large obstacle that was to hinder our progress - a lack of ability. Seriously though, we did make the most of the opportunity to "throw the Liberty around".

At the stop point was a liaison of a couple of hundred metres before SS3 where our crew were waiting. "Brad, I knew we shouldn't have spun on that last corner - now they've gone!". On inquiring with the control official as to the Kilbrides' whereabouts we were told "Oh, that was the red car that was here for a long time until they managed to take everyone's water". "How long ago did they leave?" "Oh, best part of three quarters of an hour ago" SS3 was a nice stage also!

The crew was ready and waiting with the Tragic van when we reached Bushy Park. They headed for Hobart and mechanical help. After "The Fish" and I went back to the service area to collect Mrs Kilbride's road card we set off in pursuit. Before long we reeled them in as the Corolla required a number of stops for refreshments along the way. As we set off ahead a phone call to David Grubb of Co-op Toyota for urgently required parts was made. "He's gone out and I don't know when he'll be home" his mother claimed. "A mobile phone, you must be joking, he doesn't have one of them" she exclaimed. I figured we should contact John McShane, General Manager of Co-op Toyota to see if he can have his Parts Manager come in and help us out. Didn't have an after hours number for John - Hobart's not too big, surely there aren't too many J. McShanes. Dialled 013 and asked for J. McShane of Hobart adding that J stood for John. "Which J. McShane would you like there are two in Hobart?" "Give us both numbers please." Operator responded "Would this one do? - JOHN McShane?" "Yes thanks, he'll do fine (mumble, mumble, stupid bi#\$)". John was only too pleased to contact Parts Manager and offered to phone us back - which he subsequently did. "Bit of a problem Peter, can't locate him so there's nobody who can come in and look up parts for you". On reminding John that I was a Toyota Parts representative in the big smoke back in Australia and that I could look them up if he could let us in he jumped off his ride on mower and came straight in. The part numbers that we needed weren't all in stock but I gathered up an armful of gaskets and associated souvenirs from the biggest Toyota dealer in Hobart and drove two blocks to the Mobil Federal of

Brent and Gloria Willing where Mr Bekker's expertise was to reach new heights. The engine already pulled down and the offending thermostat sent on its way to the rubbish bin, Rob set about making things fit. Brent kept his workshop open till very late for us for which we were eternally grateful. Early in the evening I tried unsuccessfully to have the Kilbrides come back to Graham Court for a shower and maybe half an hour's rest - but JK refused to leave his baby. Graham Court was only a couple of minutes drive so I chauffeured Donna back for the aforementioned shower, and quick coffee break. We returned in time to greet "Sparrow"'s wife (whose birthday was the next day) and son who arrived with a virtual banquet in the form of hot chips, pizza, drinks, etc. - a welcome treat for all.

By 10:30pm the car was back in parc ferme with a couple of hours spare and tiredness set in very quickly amongst the group z..z..z..z..click.. click.. click.. the computer's keys quietly drafting the media release which was first to hit the media centre the next morning.

Day Six - Sunday 12 September:

An early start for me again made all the more difficult by the post-2am sleep which was interrupted frequently by the cacophony of sound emanating from "Fish" during his slumber. It was somewhat of an easy decision then, that it be the latter who I enlisted to help with the traditional coffee making and associated chores of rally mornings this day. Rob bore the brunt of the racket though as I'd swapped my single bed in the bedroom for the two-seater lounge. After chauffeuring Jeff and Donna to the picture postcard surrounds of parc ferme (beneath HQ and accessed through a building site) and seeing them off without incident I followed closely and telephoned Rob, Brad and "Sparrow" who were waiting out of town. That roadside service at New Norfolk took place. At this point I checked with Jeff and we agreed that I travel on ahead and wait at the end of SS9 (a repeat of SS3). Arriving at the end of the stage I joined a happy little group of two of Possum's crew in the Forester and another gentleman who was sporting an official badge. On exchanging pleasantries I learned to

address the fellow as Noel. A nice old chap it turned out this was his first ever rally and that he had been approached by his mate to come along, forget about golf for the weekend, and act as a Judge of Fact. His mate I was to be informed, was Clerk of Course, Brian Richardson. I further found out that he had been asked to put up one of the overseas - oops I mean interstate competitors who had endured a tough time just getting to the event. 'A tough time' - indeed! We spoke at some length while waiting for the passage of cars. "This young fellow whose staying with us, I haven't even met him officially yet, the wife welcomed him and gave him the run of the house and the fridge and so on." Curious, I asked who the competitor was. "Um, I think his name is Steve". "Forsberg" I said. "That's the bloke, do you know of him?"

Eventually Noel was satisfied that his duties were complete here and bid farewell. I proceeded to set up on the ground out of the officials' way the nibblies for Jeff, the blue Powerade for Donna, the drinking water, and transferred the relevant competitors' times from the scoreboard to our own record sheets, tore this from my book and sat down on the ground patiently waiting for car 36 which was due after about three or four more cars. The last of the cars before the Kilbrides crested the hill in the distance at the flying finish and I climbed to my feet, eagerly awaiting the chance to check our time. Two minutes went by, the last car had gone, and I could not hear a car approaching. "I'll give it a minute before I grow concerned." A minute came and went and not long soon after the sound of a car approaching raised my spirits for a couple of seconds - until I realised it wasn't the sound of the car I wanted to hear. Denise Collins had been the one who gave me the news of their plight the day before. A car came over the crest and slowed after the flying finish - it was Denise Collins. "Don't tell me Denise." Her reply was that they were about four and a half kays back with what looked like a mechanical failure. While waiting for the passage of the field Forsberg came in smiling broadly as usual and exclaiming that he'd lost first and second gears and the clutch was slipping but otherwise everything was

ok!! What seemed like an eternity passed before the driver of a sweep car asked if I was with car 36. "Your driver would welcome your company right about now" he said, "the co-driver doesn't look too happy though." One of the things that amazes me about the Kilbrides is their manner of dealing with dramas. As I pulled alongside in the well worn Subaru I wound down the window and looked across at Jeff, and can you believe it? - he could still raise a smile! When Jeff suggested that Donna climb into the Subie so she could call me notes for the drive out I got the impression that maybe he wanted a fast tow. This became my first real taste of what pace notes were really like. There had been a time a couple of years ago in the Camry wagon in Jimna Forest with Chris Waters calling notes to me. Now Chris, I'm not dirty about the horse over crest that you didn't call, but as a co-driver, compared to Mrs K., you make a great driver; team manager; scrutineer; etc. Now you'll remember today was to be Mrs Hunter's birthday and she was enjoying a quiet restful day indeed when the phone rang. "Sparrow here, bring the trailer!" Done, the ensemble of Tragic van, Corolla behind on the trailer, Subaru bringing up the rear, left the leafy surrounds of Bushy Park bound for Hobart one last time. "If we hurry, we can catch the final Super Special at the DEC" said Jeff. We took in the action there as the Ten Network telecast their RPM program live to air. A proud young man walked tall among the crowd at the DEC - he couldn't help but walk tall - it was Jason Walk. Jason had done Queensland proud by taking out the coveted ARN Junior Challenge for the year against some pretty stiff competition. The striking green Corolla and the rallying politician Cameron Thompson had both served him well over the weekend. Before long our bodies were slumped around the vast? lounge room of our Graham Court accommodation where we began reflecting on what might have been. In an effort to sustain some strength we took on refreshments of a liquid form, pizza, and, in my mind, what was unquestionably the most well toasted garlic bread one could wish for - the latter compliments of our ex-team chef Brad. There were some very interesting moments recorded on camera and video that afternoon, perhaps most of which

should be screened to restricted audiences. I've been wondering what the piece of footage of our Service Manager ironing shirts would be worth - you know Rob, the film that you didn't want your wife to see. At this stage of the game it appeared little else could affect the Silverstone Team after all they had endured during the past six days and indeed the rest of Sunday, and the three full days yet remaining of the journey, were relatively incident free and consequently a little more relaxed. The Kilbride/Forsberg entourage took in a scrumptious meal that evening at the "Drunken Admiral" where we were fortunate that the behaviour of "The (drunken) Fish" did not result in our being asked to leave. Actually Brad was first of our party to depart, causing the others some concern as he was on foot (yet legless) and had no idea of the way home. Our fears were unfounded it seemed as Brad had struck up a relationship with a park bench outside.

Day Seven - Monday 13 September:
Strangely, Brad rose earlier than the others - it was important that he be at the airport early to return to Brisbane. After finding a phone box to change in, he appeared in the "business class" suit again, complete with "Phantom" tie and was soon in the air chatting to Goasdoue's co-driver Glen Weston all the way home. As it turned out, Brad's attire had come up shining by the time he arrived at the airport. One of the last chores he had to attend to was to take to the Subaru with a fire hose and a certain amount of mud found its way onto the designer garments. At a little more relaxed pace the others packed and motored north, meeting young Mr Forsberg just out of town. A near hitch occurred at the dock in Devonport later that morning when the

pen pusher in the office "couldn't guarantee that our cars would be on board the vessel today, mate." While all this was going on Jeff and Rob ventured off to the other side of the river to secure a loan car. In their absence the cream of Australian rallying gathered nearby. They watched with some amusement our antics as we tried to fit the luggage of six as well as six people - Goasdoue had now joined us for a few hours - into the Sigma with which Jeff and Rob had returned. Next stop, the Alexander Hotel where we had stayed the week before (remember the room with the view!) Next came the photo shoot. In typical fastidious photographer style I calculated that there was only one spot where I could stand to photograph the group with the Hotel as a backdrop - the middle of the main road. The group seemed somewhat humbled as I strode onto the middle of the street and raised my hand gesturing for the Rolls Royce driver to stop while I took the photos. "It's ok, we're from Australia" I thought to myself. Still short of finances and unable to locate a parking meter in the immediate vicinity Forsberg donned Mrs Kilbride's handbag and took to the streets in the hope of raising sufficient funds for the imminent journey home. We then took in cappuccino and a bite at a quaint little shop in the mall. As we were waited on by a star from one of the James Bond movies I observed that encyclopedia of information on car 36, Denise Collins was sitting at the next table. At least she couldn't tell me any more bad news this time - but wait a minute, did the cars make it onto the boat or not?

With the cars safely on the water, we dropped John G at the airport and did the touristy thing in the Sigma. A leisurely stroll from the car rental company to our

quarters was pleasantly interrupted by Sega Rally at one of the largest fun parlours you can imagine. It may as well have been in Tocumwal for all the business it was doing - as the five of us walked in the number of people in the establishment increased to six. After acquiring change from the attendant Jeff took on Rob in Game 1 and the result fell in favour of the former. I challenged Steve in Game 2 and figure either I jumped the start or he was just being very kind - until the last corner where he slid ahead. The co-driver was silent throughout but no matter, it had been her who spotted the fun parlour in the first place. A quiet evening of juke box music, steady drinks and entertaining bar staff set a relaxed mood for our flight to the mainland the following morning.

Day Eight - Tuesday 14 September:
Picking up the cars from the dock we said our goodbyes to Denise and her crew who had flown back to Melbourne with us. Homeward bound now we shared a roster system of keeping Steve company on through Sydney. Being a Novocastrian Steve was able to show us the easy way through Sydney that night before bidding us farewell as we bedded down for the night at Wyong. There we enjoyed the hospitality of Jo Cadman and the new NSW Rally Champion John Mitchell.

Day Nine - Wednesday 15 September:
We hit the road early on the last day eager to reach the worst stretch of road we'd traversed since leaving home - the highway near Willowbank! Though much of the New England route was pretty steep work for the Patrol and its payload the job was made easier in not once encountering any Corona/caravan combos.

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COMING EVENTS

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

****Motorshow Rally - see page 13****

THE MOTORSPORT CALENDAR FOR 2000

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
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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MILLMERRAN CLASSIC

20/21 NOVEMBER, 1999
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Car No	Competitor	Heat 1	Heat 2	Heat 3	Heat 4	Heats Completed	Total Time	Class Place	O/R
CLASS 1									
144	Laurence Svenson	4:32:23	4:14:57	4:16:65	4:19:03	4	17:22:48	1	1
109	Chris Hutton	4:50:66	4:25:27	4:31:41	4:30:00	4	18:17:34	2	2
186A	Nev Taylor	4:49:53	4:31:98	4:35:71	4:37:53	4	18:34:75	3	4
186	Michael Taylor	5:08:95	4:41:33	4:39:87	4:42:45	4	19:12:60	4	7
170	Nev Taylor	5:21:59	4:45:80	4:55:83	4:53:73	4	19:56:95	5	12
CLASS 2									
296	John Batchelor	4:48:05	4:31:63	4:31:35	4:42:93	4	18:33:96	1	3
256	Donald Macarthur	5:01:74	4:44:91	4:34:64	4:35:47	4	18:56:76	2	5
256A	Russell Macarthur	5:03:80	4:37:87	4:36:66	4:39:19	4	18:57:52	3	6
295	Colin Gaven	4:57:12	4:48:27	4:44:34	4:43:35	4	19:13:08	4	8
275	Brendon Kelly	5:26:06	5:08:84	5:07:07	DNS	3	15:41:97	5	25
293	Robert Heironymus	5:13:72	5:20:46	5:16:40	DNS	3	15:50:58	6	27
292	Howard Rose	4:58:27	DNF	DNS	DNS	1	4:58:27	7	34
CLASS 3									
304	Brad Cooper	5:11:82	4:45:34	4:43:14	4:46:90	4	19:27:20	1	10
321	Dave Armitage	5:07:54	4:55:76	5:03:43	5:11:08	4	20:17:81	2	13
304A	Kirrilly Nicoll	5:12:43	5:12:12	4:57:48	5:07:09	4	20:29:12	3	14
310A	Matthew Cannell	5:24:48	5:13:01	5:02:70	5:20:02	4	21:00:21	4	17
310	David Cannell	5:38:79	5:20:27	5:12:77	5:21:02	4	21:32:85	5	19
386	Andrew McKay	5:26:17	5:11:24	5:07:51	DNS	3	15:44:92	6	26
368	Mark Criminale	5:40:00	5:16:87	5:26:63	DNF	3	16:23:50	7	29
CLASS 4									
410	Clayton Taylor	5:04:60	4:58:16	4:43:89	DNS	3	14:46:65	1	23
410A	Ryan Taylor	5:10:87	4:52:99	4:53:01	DNS	3	14:56:87	2	24
404A	Ryan Taylor	5:30:75	DNF	5:24:50	5:52:96	3	16:48:21	3	32
404	Clayton Taylor	5:10:78	DNS	DNF	4:57:17	2	10:07:95	4	33
CLASS 5									
522	Greg Green	5:24:85	5:01:43	5:03:22	5:07:45	4	20:36:95	1	15
549	Wayne Barlow	5:33:06	5:07:89	5:14:37	5:00:71	4	20:56:03	2	16
517	Scott Wilcox	5:46:65	5:13:88	5:01:11	5:01:32	4	21:02:96	3	18
531	Peter Adams	5:52:33	5:20:57	5:11:26	5:14:91	4	21:39:07	4	20
591	Peter Hine	5:39:07	5:20:48	5:23:72	5:17:24	4	21:40:51	5	21
550	Clive Sandison	5:55:21	5:18:47	DNS	5:12:90	3	16:26:58	6	30
550A	Lori Skillington	5:42:99	DNF	5:36:63	5:17:59	3	16:37:21	7	31
CLASS 6									
609	John Wager	5:02:22	4:51:13	4:46:44	4:42:13	4	19:21:92	1	9
696	Andrew Hickson	5:02:97	4:45:44	4:50:25	4:49:57	4	19:28:23	2	11
617A	Randall Kilner	4:54:00	4:53:29	4:52:74	DNS	3	14:40:03	3	22
617	Andrew Manning	5:14:29	4:46:23	6:01:17	DNS	3	16:01:69	4	28

DO YOU THINK OF WHAT TO DO IF THINGS GO WRONG?

by Patrick Hetherman

As Rallying is getting faster, cars are going off more often. How many crews talk about what to do if a problem arises. Not many by all accounts.

In the world of Aviation so much goes into emergency procedures. Aircrews practise and practise until the routines become second nature. Routines that are carried out automatically when the time occurs. This is because without them you might not survive. Secondly when you come down in an aircraft you are usually miles from anywhere and very much on your own. Not much different in rallying really, think about it.

How many crews discuss what to do if you run off the road and into a solid object. None probably. Well in the normal run of things you have a whole

two minutes to assess the situation, check for injuries etc.

Apart from the obvious like shut down the power circuits to avoid fire, are we blocking the road etc. Once the assessment is made it is time for rapid decision and action. The most important decision of all is do we display the OK sign or the GREEN CROSS, you then worry about the triangles etc. Over some time now cars have been going off and the crews show neither sign, that makes it a tough call for the organisers.

As competitors or even team members you owe it to yourselves to talk these things through and, yes, practise. hopefully you will never need it but if you do it is nice to know that the routines have become second nature.

Motorshow Rally Monte Carlo Classic

BSCC in conjunction with the Motorshow will be running the Motorshow Monte Carlo Classic on Saturday 5th of February. The event will be run on similar line to previous events giving maximum exposure to the Motorshow around Brisbane.

This will be a fun day for everybody (No licenses required). You can enter any car. The event will start at a number of venues around Brisbane with a BBQ at the finish and the trophy presentation to be held at the Motorshow venue.

Regulations and entry forms will be available in early January, if you are interested in competing give ESME a call on 3846 0233.

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The Adelaide Classic Rally - 1999

by Tom Smith

Sitting in the foyer of Adelaide's Hilton Hotel on the third weekend of November was a collection of Australia's greatest golfers, assembled to take part in the Ford Open golf tournament being played at Kooyonga.

Sitting alongside them and enjoying the relative anonymity was a collection of drivers from across Australia, and as far away as Great Britain, who were also taking part in a tournament of their own.

The 'Classic Adelaide Rally', conceived by Australian rallying legend and Adelaide businessman Dean Rainsford, attracted a field of nearly 150 classic cars (built before 1970) and crews to contest four long days of driving through Adelaide hills and surrounding districts. Despite a very comfortable 8.30 am start each day, the field was expected to cover a total of 1082 kilometres of driving in four 'loops' out of the city, with the competitive section of the event accounting for 225 kilometres over closed public roads.

The rally was divided into three classes - 'Tour', 'Parade' and 'Competition' - to cater for those who wanted to take part in this annual motoring adventure but didn't want to race, through to some of this country's best dirt rally drivers looking to conquer the tarmac. The 'Tour' group included Australian touring car legend Norm Beechey and his wife Margaret driving an immaculate Chevrolet Impala.

"This is absolutely terrific", said Beechey. "It's a very well-organised event and this car I'm driving has 550 horsepower, so I'm having fun!" It's a lot better than being in the old men's home!"

In the following 'Parade' group, three-time Formula 1 World Champion Sir Jack Brabham led the field in an Aston Martin until he made

contact with a local tree midway through the fourth day.

Competitive by nature, Sir Jack (just 'Jack' to his many admirers) was not content to amble through the closed stages, and drove the red Aston hard at every opportunity.

In the same class were race celebrities 'Big Rev Kev' Bartlett in a beautiful and rare Ford GT40, and British 'Mr Nice Guy' Win Percy in a thundering 7.0 litre V8 Ford Cobra.

English car collector Paul Vestey, who had competed in the '97 and '98 Classic Adelaide events, returned this year in his Ferrari GT 250 Short Wheel Base, which had been raced in 1960 by none other than Stirling Moss.

"The roads used in this event are just wonderful," said Vestey. "I'd like to roll them up and take them home to England."

With 31 'special stages', the 'Competition' group were very serious about their efforts and whilst it may be perceived as a sport for the wealthy, most of these blokes (and girls) were ordinary people trying desperately to satisfy a 'need for speed'!

Returning this year to defend their 'title' were local South Australian crew Andrew Cavalli and Michael Dale who last year turned a pensioner's Ford runabout into a full competition, BDA-powered RS1600 Escort true to the era. After initially dominating the first two and a half days of competition, Cavalli also found a tightening curve with his name on it, and relinquished the overall lead.

The win eventually went to ACT driver Rick Bates in a Porsche 911, which has been specially built for the 'London-to-Sydney Marathon

Rally' to be run next year. He was co-driven by the lovely Jenny Brittan, wife of London-to-Sydney organiser Nick Brittan.

Bates' win was no fluke, the Canberran having an enviable record in the Australian Rally Championship, and a Formula 2 Rally Championship trophy on the mantelpiece - won in 1997 with Mrs Brittan alongside.

The Victorian crew of Peter Kyriakidis/John Caldicott grabbed second outright in their Ford Escort RS1600, but perhaps the most closely-watched battle of the whole event was between the two Queensland crews who finished third and fourth.

After four days of competition, Richard Anderson/Bruno Fulcher and John Spencer/Tony Best were separated by just four seconds, and this battle was not decided until the final time control of the final stage!

Both Brisbane residents, the drivers have been mates and sparring partners in Queensland rallies for years, although no-one thought Spencer's unlikely Datsun 1600 would be competitive with Anderson's red Alfa Romeo Montreal V8 sports-car.

"This has been a brilliant battle, all rally long," said Spencer - a part-time member of the Bridgestone Precision Driving Team. "There's nothing better than to race each other all day, and enjoy one quiet beer that night and go out and do it all again the next day."

With the daily grind of driving, racing and lunch stops at some of the Adelaide districts most picturesque spots (St Hallett's Winery, Victor Harbour, Macclesfield and Strathalbyn) now over, there was a feeling of both satisfaction and dis-

appointment in the air at the end-of-event black tie dinner in the Hilton ballroom.

A multitude of guest speakers including the Premier promised continued support for the event which has provided a significant economic boost to a state with a proud motorsport heritage, and statistics for the four days showcased its potential as a major drawcard.

The cars, the characters, the thrill of the chase and spectacles such as the Friday night street party in Gouger Street will ensure that while there is enthusiasm from the organising team and a hundred or so willing crews the future of the Classic Adelaide Rally is assured.

Ansett Airlines is an associate sponsor of the 'Classic Adelaide Rally'.

MISSION CONTROL CENTRE: INSIDE THE FORD FOCUS WRC

BRENTWOOD, 5 November, 1999 - An insider's guide to the gadget-packed cockpit that is mission control centre for the Ford Martini World Rally team:

1. Instruments

Special LCD display replaces Focus road car instrument panel. Regular display shows engine revs and gear in use, plus a bright light that flashes to indicate the best 'change-up' point as revs rise. By turning the black 'page' knob - bottom right of central panel - driver can call up seven alternative displays or pages: engine, front & centre differentials, front diff only, centre diff only, temperatures (water, oil, brakes, diffs) engine in greater detail, fuel level plus analogues.

2. 'Push to Talk'

Yellow button allows driver to speak with everybody on the team radio network.

3. Gear Selector

High-mounted lever controls six-speed sequential gearbox. Driver pulls lever back to change up, pushes it forwards to change down. System permits fast, clutchless gear changes, one ratio at a time.

4. Central Panel

This panel features two red adjuster knobs - for brake balance (far left) and differential pressure (right). The front and centre diffs can be progressively freed or locked using the two white knobs. Middle row of six flick switches control heating and lighting. Bottom row has three switches for engine turbo anti-lag system, transmission valves and on-stage data logger.

5. Handbrake

Quick release handbrake has extra long carbon fibre handle to position lever nearer to steering wheel.

6. Mobile Phone

Mounting to hold standard mobile telephone for use in areas where radio reception may be poor.

7. Horn Button

Floor mounted button is foot operated by co-driver, to reduce driver's workload.

8. Bottom Panel

This packed panel; houses 35 items, but crew can usually ignore 24. Three, well-separated controls can be essential. Green button (top left) starts the engine, red lever (bottom left) cuts off all electrical power and the shielded red button (bottom right) triggers the fire extinguishers. Removable 9 volt battery (bottom) supplies independent power to the extinguisher triggers. Top row of six flick switches looks after various aspects of the engine management and fuel pumps. Double row of 24 pop-out switches allows crew to reset any electrical circuit that has overloaded.

9. Computer & Logger

A purpose-built dash-top laptop is provided for the co-driver to perform the role of 'rally car manager'. Through three LCD displays he monitors total and intermediate distance covered, distance to go, time of day, time elapsed or remaining, time on stopwatch, top speed, average speed, present speed, speed on stages and speed limits on the road, fuel used, fuel remaining and average fuel consumption rate. Slot for data-logger (below computer) accepts floppy disc to store information for later downloading at service halts.

10. Radio Controls

Selector mounted on roll cage allows co-driver to switch from the car-only intercom, between car driver and co-driver for use on special stages, to the team network. Push-to-talk button alongside selector, links co-driver into team radio network to speak with team manager and service crews.

BRIDGESTONE

QLD GEMINI SERIES

by Peter Baker

The Queensland Bridgestone Gemini Series that has been a huge success over many years is starting to take shape for the year 2000. We have a number of crews signed up for next year and the interest in the series has been gaining over the last few weeks.

We have had a number of phone calls about the series said Chairman Steven Shephard which is very pleasing. We plan to run a seven round series that will include all rounds of the KCF Rallysport Rallysprint Series plus the Cooloola Classic, Moby Vics, Bailey Powerlines and the Keema Classic. The KCF Series will attract half points and all remaining round will be full points score.

The Bridgestone sponsored series could be a closely contested one with the father and son team of Kelvin and Rodney Taylor, Gary Lieberam / Jeff Winston, Jamie MacFarlane / Myles Frost heading the list and with the return of Peter Kahler after a year off we are looking good. There are a number of other crews that will give these people a run for their money and they include Dean and Phillip Blackwell, Paul Robison/Cheryl Thomson Scott Muhling/Clinton Beutel and Jason and Neill Bell.

Apart from Bridgestone we have gained the support from Cab Air Automotive Air Conditioning, Morayfield Auto Electrics and GSA Wholesale Suspension and we thank these companies for their support.

If you would like us to forward you more information then contact our Secretary Peter Baker on (07) 3205 1666 or Email aphane@powerup.com.au and we will be only too happy to be of help.

HOW GREEN IS MY VOLKSWAGEN

by Laurie Garth

BOGSWell we went back and sure enough, that boggy bit had dried out and we set a beaut little route through that forest. I wanted to change the route a little bit in another forest so off we went into the unknown. The first road was excellent and the bottom loop of a couple K's was good, two wheel tracks through grass then it started to get soft. We couldn't turn around but, as we were almost at a bigger road we pressed on with the Magna Carta getting more and more muddy and sliding all over the place. We turned right onto what looked, on the map, like the "good road" but we were faced with a bog with four wheel drive ruts as far as the eye could see. Now the Leyland Bros tell you "To drive through a bog:- select low range and ease the car through". Not me; when you are in your wives' low slung Magna Carta, with GT Super smooth road tyres, the Garth approved method is to give it all she'll take in the rev department and maxim attack and try to keep it pointing in the general direction of where you want to go, whilst all the time trying to look like you are in control and you headed off the road and nearly got that tree in an attempt to get more traction. One benefit of using maximum revs is that if you do disappear off the road and do a perish, when everything dries out months later and "They" find you. "They" will say "I don't know what speed they were going when they left the road but it must have been quick. Look where the tacho is stuck!" We speared from one side of the road to the other. I found that by rocking the steering wheel I could maintain traction and eventually we got through. Later on TGF (The wife formally known as Midge) asked "What would you have done if you'd got the whole box and dice stuck". I told her "Failure was not an option". You see, if the Leyland bros get stuck, they only have to put up with crocks, snakes and wild buffalo, where as, If I'd managed to bog the Magna Carta, I had TGF to contend with. Crocks, snakes and wild buffalo have no fury like TGF when her car is implanted in a bog miles from the nearest house. "I am not making this up".

PS: I might have to tell some tales about Pat and Ann Hetherman and setting up rallies some time. Ask Pat if he remembers Ethan Bannar and a Keema rally. ***Well Pat, let's hear about it!!!! (Ed.)



<http://www.ozemail.com.au/~jmkenny/HRA.html>

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MISSING TROPHY

The third Outright trophy - Driver - for the KCF Rallysport series has gone walkabout.

Some kind soul offered to take it for Steve Wall, but it hasn't turned up and in fact it shouldn't have gone to Steve Wall but Andrew Theo.

So could that kind soul please return the trophy, preferably to Keith Fackrell so he can hand it to Andrew Theo.

MEDIA RELEASE

WATERS ON BOARD

1 December 1999: Chris Waters is a name synonymous with motor sport in Queensland, indeed Australia. Since arriving on the rally scene with a quick Datsun 1600 and an indecently good ability to drive fast, he has devoted an enormous amount of time to the sport in many ways. In addition to developing a reputation for being a fast driver, Chris has been a member of the Queensland Rally Advisory Panel for many years and more recently a CAMS Scrutineer. His prowess as a Team Manager was evident when, in 1997 under his guidance, the Queensland State Championship title was awarded to Dean Tighe and Del Garbett.

His services have been sought by more than one team in recent times and with the 2000 competition season about to commence, Jeff and Donna Kilbride are proud to announce that as a result of recent discussions Chris Waters has signed on to the Silverstone Rally Team Australia. Chris joins the team for the first event of their expanded program for 2000.

More information: Peter Garbett (pgarbett@squirrel.com.au)
John Hayden (jhayden@gil.com.au)

Stuff for Sale!

FOR SALE

1991 Daihatsu Charade

Group N1 Rally Car, 34,000km, excellent condition. Ready for low budget 2000 season. Nothing to spend. \$8,500 ONO. *Phone Hans Spits on (07) 3265 5455 work or (07) 3851 0172 home.* 1

FOR SALE

Holden Gemini TC

4dr, recently rebuilt engine, 2 1/2" mandrell bent exhaust, 3 new, 2 as new tyres on mags plus spares, set of road tyres on rims, steel cage, log booked, 2 Super Oscars, upgraded brake linings all round, assorted spares including body, engine/gearbox and others. *Phone (07) 5485 2295 and ask for Peter.* 1

FOR SALE

1991 Nissan Pulsar GTiR

4WD, 2.0l, 230bhp standard, low klms, good condition, colour-black. Imported as rally car. \$15,000. *Phone Dominic on (07) 3252 3866 or 0412 880 925.* 1

FOR SALE

1992 Nissan Pulsar GTiR

4WD, 2.0l, 230bhp standard, low klms, very good condition, colour-white. Imported as rally car. \$16,500. *Phone Dominic on (07) 3252 3866 or 0412 880 925.* 1

FOR SALE

Twin Master Halda

Phone Esme on 3846 0233 for details.

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.* 3

FOR SALE

• 2 x Gemini body shells. *Phone Jason Page on 0414 656 767.*
 • Tyres and Wheels. *Phone Andrew Theo on (07) 3883 3133.*
See Aug to Nov 1999 Brisport for further details on these items.

• 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 Apr to Aug 1999 Brisport for further details on these items.

FOR SALE

RALLY TYRES SILVERSTONE & FALKEN

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

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



Beauties & their Beasts 2000

This recently released calendar features a host of Australian women in professional motor sport. Donna Kilbride is handling distribution in the Brisbane area on behalf of Jo Cadman. For your copy contact Donna on (07) 3889 0339.

