

BRISPORT

THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB.

WEST END. PHONE 3846 0233.



February 2000 Newsletter

QRC SEASON SHORTENED

by Tom Smith

For those competitors in the Queensland Rally Championship over the past four years who have enjoyed the long haul up to Townsville to drive over the fastest roads in the state, don't book your airline tickets just yet! Word has filtered through that the Twin Cities Auto Club has decided, after much deliberation, not to run the QRC this year.

This is due to the same old problem of a core group having to take on a big load of responsibilities, and not then having the time to lead a normal life.

Our friends in Townsville have always made us very welcome and I can safely say that all of the crews from South-east Queensland who made the trip were always assured of a good event. No-one can easily forget the long roads in Cardwell where the speedo needle went as far as it could.

The club will concentrate on it's membership base in the Townsville area and try to grow the numbers and enthusiasm which is evident in the area. It appears there may even be a club rally in Cardwell on the same weekend that was calendared for the QRC, but this

will probably only be of interest to the northerners. I understand there are still a number of our friends from up north who may well find themselves down in the southern corner for the other QRCs, and no doubt a certain Tarago-load will make the annual trip to Brisbane for the ARC.

What this does mean, however, is that the BSCC will be hosting the entire QRC unless another option falls out of the woodwork, and that it will be only three rounds this year!! If you are serious about the outright or class championships, I suggest that you commit to all rounds because all points will be crucial.

We still have a great-looking season with the 'KCF Rallysport Short-Course Rally Series', and the 'Bailey Powerlines Rally' from BSCC together with the Beerburrum Forest Rally put on by the Gold Coast Club - but a state Championship consisting of only three rounds is a bit light on.

What are some practical solutions?? If you have any ideas or wish to put on a QRC round, please contact the Rally Panel as soon as possible.

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THE CLUB CAPTAIN'S CORNER

BY PETER GARBETT

I won't get involved in the argument over whether 2000 or 2001 is the beginning of the millennium but I will extend a Happy New Year and wish everyone a successful and enjoyable year's motorsport. I assume Tony Best has submitted a calendar of events for this issue - he certainly has put an enormous effort, as usual, into a hand written calendar of the year's events which was tabled at the February meeting of the Board. The first event the Club will promote is likely to have been run and won by the time you read this. Just days ago my son John and I accompanied Craig Porter to Jimna for the purpose of checking the route of Round One of the KCF Rallysport Short Course Rally Series. Scheduled for 19 February the roads are typical of those which we became accustomed to in QRC events of several years ago. I remember shaking Craig's hand before we even finished the course such was my impression of the choice of roads, the variety and quality of which was superb. Expect a full report on the short course rally in the March issue of Brisport.

While the club continues to lead the way in terms of rally organisation in this state and is listed as promoting the traditional short course (KCF Rallysport) series, Cooloola and Keema Classics, Rally Qld, and the perennial Bailey Powerlines Rally, the talking point at the moment is the multi club rally set down for 19 November. A somewhat unique concept the Redline Motorsport Rally will feature ladies in all key organisational roles. A media release appears elsewhere in this issue highlighting the finer details of the event.

Finally, for this month, let me encourage as many members as possible to attend the Annual General Meeting of the Club - YOUR CLUB!) on 29 March - 7.30pm. We'd love to be able to show those who haven't been along to the clubrooms for a while just what effort has been put into the facility by such a small number in recent weeks.

Until next month.

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

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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.

CONTACT DETAILS:

All correspondence, entries, etc for the Club should be addressed to:

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Telephone: (07) 3846 0233

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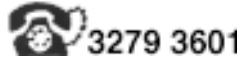
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1999 CLUB CHAMPIONSHIP POINTSCORES

The methods for determining the pointscores in the various Club Championships were given in the November issue of "Brisport"

All events in 1999 have now been completed (and the results for all but one have been finalised). In this issue of "Brisport" are the scores for the Off Road and Historic Championships.

The Rallysprint Championship (held over three rounds) was contested by a total of 86 Club members and Tim Kay managed to come out on top.

The Club only ran one Off Road Event in 1999, the LongCourse at Gatton so therefore the winners of this event Laurence and Janelle Svenson, are the Club's Off Road Champions.

Tony Best managed to win the Historic Championship, which consisted of two events only.

Club members are asked to check their scores and notify the Club Registrar, Tony Best (phone 3371 0367 home) if there are any mistakes.

More pointscores in the next issue of "Brisport".

1999 BSCC Historic Championship

| Name | M/Show 6-Feb | Parts & Service 27/28 Mar | Total Points | Place | Club C'ship points | Junior C'ship points | Ladies C'ship points |
|-----------------|-----------------|---------------------------------|-----------------|-------|--------------------------|----------------------------|----------------------------|
| Tony Best | 11 | 11 | 22 | 1 | 11= | | |
| Ian Ferguson | 9 | 11 | 20 | 2 | 10 | | |
| Dick Owen | 11 | 8 | 19 | 3 | 9 | | |
| Jeff Sattler | 7 | 10 | 17 | 4= | 8= | | |
| Jim Haines | 7 | 10 | 17 | 4= | 8= | | |
| Debbie Slattery | 10 | - | 10 | 6= | 6= | | 11 |
| Ian Warnett | 3 | 7 | 10 | 6= | 6= | | |
| Tony Slattery | 10 | - | 10 | 6= | 6= | | |
| Dick Groves | 8 | - | 8 | 9 | 3 | | |
| John Quinlan | 7 | - | 7 | 10= | 2= | | |
| Norm Singleton | 7 | - | 7 | 10= | 2= | | |
| Ray Wallin | - | 6 | 6 | 11 | 1 | | |
| Ben Treston | 5 | - | 5 | 12 | 1 | | |
| Nick Singleton | 5 | - | 5 | 12 | 1 | | |
| John Scowen | 4 | - | 4 | 14 | 1 | | |
| Keith Mackay | 3 | - | 3 | 15 | 1 | | |
| Margaret Mackay | 3 | - | 3 | 15 | 1 | | 10 |
| Ben Rees | 1 | - | 1 | 17 | 1 | | |
| Bob Rees | 1 | - | 1 | 17 | 1 | | |
| Michael Hocking | 1 | - | 1 | 17 | 1 | | |
| Peter Whalley | 1 | - | 1 | 17 | 1 | | |

1999 BSCC OFF ROAD CHAMPIONSHIP

| Name | Gatton 4-Jul | Total Points | Place points | Club C'ship points | Junior C'ship points | Ladies C'ship |
|------------------|-----------------|-----------------|-----------------|--------------------------|----------------------------|------------------|
| Laurence Svenson | 11 | 11 | 1= | 11= | | |
| Janelle Svenson | 11 | 11 | 1= | 11= | | 11 |
| Tony Malby-Luke | 10 | 10 | 3 | 9 | | |
| Ian Lawrence | 9 | 9 | 4= | 8= | | |
| Todd Lawrence | 9 | 9 | 4= | 8= | 11 | |
| Mike Willett | 8 | 6 | 6= | 6= | | |
| Leigh Willett | 8 | 6 | 6=E4 | 6= | | 10 |
| Scott Gardiner | 7 | 7 | 8 | 4 | | |

VALE ROGER BURGESS

The Club was saddened by the sudden passing of Roger Burgess (in early January) the District Forester based at Gallangowan for the last 10yrs. Rogers happy nature always welcomed the various members of the Club over the many years that the Keema Classic Rally has been held in the forests of the area. I will always miss the opportunity of taking the weekend papers to Roger on the many occasions that he and I have spent looking for that new competitive stage for the rally. The condolences of the Club and its many members go out to Carol and their daughters. *Craig Porter*

KCF RALLY SPORT SHORT COURSE RALLY

Everything is going well for this event with entries closing on the 11th February. The roads are in excellent condition with fast flowing and twisty sections throughout the two stages. Iain Stewart will be running a Pace Noting School the morning of the event for beginners and those who are a little rusty from last year. We will welcome the presence of Hella Australia Pty Ltd as a sponsor for Rallying in general at this event. Paul Devereaux State Sales Manager will be along to look at how they can support the sport in general especially those unsung heroes that spend time as officials and road block personnel. *For more information contact Craig Porter on 3376 6563 (home).*

MISSING CLUB RADIOS

After every event it seems that club radios go missing. If you have one of the club radios somewhere around the garage please contact Esme at the car club and arrange for its return.

EQUIPMENT OFFICER

I am looking for an equipment officer to maintain the equipment owned by the club. Other duties include the dispensing of equipment to Stage Commanders etc at various events. It is not an onerous task however it needs some discipline to maintain the equipment in good working condition. *For more information contact Craig Porter on 3376 6563 (home).*

WHAT A RIDE!!!

by Tom Smith

I knew the vicious, wicked editor wanted stories for the forthcoming issue of Brisport (yup, that's me!... *Ed!*), and I was having a bit of a mental blank when I decided to do what I have done at least once before.

I went back to the old trophy shelf and found one that had a story attached - what better inspiration to share some memories of a few years ago. I'm not trying to gloat about my experiences but it was a good time and it was a rally - so what else matters?!!

It was 1995 and in the fortnight preceding the ARC at Coff's Harbour. I was sitting at home doing nothing as usual when the phone rang. It was Alan Stean, and he had been talking to his old mate Bob Nicoli from Perth who was coming over to do the Coff's event, but didn't have a navigator. Al couldn't do it, and he thought I might so passed on my phone number. Well, for those who might have forgotten, Bob was a 'factory' Daihatsu driver of the highest regard and a past WA Champion, multiple ARC class winner, along with also being a Manufacturer's Champion for

Daihatsu. I immediately did the right thing and asked my better half, Kym - "I say, Kymberley sweetness personified, would you mind terribly if I popped down to Coff's Harbour in 2 weeks and did a rally with the fastest man on two wheels in this country?". She said something like, "Oh well, if you have to!!"

I told Al "yes" and within days I'd spoken to Bob and we'd lined everything up. Eventually on the weekend of the rally I hitchhiked to Coff's with Chris Lane and found Bob in the Banana Coast Caravan Park where his team was staying in a cabin - no unnecessary luxury because the budget was not large. He remembered me as a co-driver for Mark Griffith at other ARCs, and we struck up a quick friendship. In the 2 man service crew was another legend Leigh Hynes, who was a youngster going a long way in rallying some years ago (and a Perth boy too). The Daihatsu DeTomaso was 1600cc in Group A form with the right suspension, gearbox, diff and brakes and it was a rocket.

Over the two days of about 260 competitive kilometres through the Coff's Harbour hills (when we did real rallies!!) Bob displayed exceptional driving skills and used the car to decimate much of the field including numerous

4wd cars. Despite using mostly second hand tyres, and having a problem which saw us changing the LSD set-up on Sunday morning for day 2, we finished first in class A2 and an unbelievable sixth outright!! We were actually chasing Rick Bates/Jenny Brittan for fifth on the Sunday but they pipped us by just nine seconds. They were in the PRC Toyota Celica GT4, by the way!!!

Anyway, to cut a long story short for a weekend at least, I was a member of a 'semi-works' factory team and co-drove for a genuine Australian rally legend. It was an event I'll never forget.

A couple of years ago, Bob's fortunes changed when he was drafted into Wayne Bell's inaugural Hyundai F2 team - potentially the re-start of a great career - but he seems to have retired from competing these days. I have spotted him in various cities over the past few years at rallies and he always has said a friendly 'Hello'. Some of the other Brisbane boys who were down there spectating that year (Neil Michel, Pete Whalley etc) were very impressed with the driving style of Mr Nicoli and cheered on madly whenever they saw us.

It was a great experience.

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SPONSOR DAY: TEAM ACKNOWLEDGES SUPPORT

by Peter Garbett

Friday, 24 December 1999: A number of sponsors and media representatives relaxed in the company of Jeff and Donna Kilbride and the Silverstone Rally Team Australia at the combined Sponsor/Media Day at Willowbank Auto-cross Complex west of Brisbane on Sunday 19 December. The Kilbrides and the Silverstone Team were honoured that they could share some time at the end of the season with supporters such as Michael Stroud from Leo Muller Toyota and Chris Kenner of Night-life Music Video along with Redline Motorsport Video Magazine's Grant and Kym Miller, motorsport photographer Clayton Bradford and Radio 101 FM's Don McLaughlin.

Guests were treated to runs with Jeff in the Formula 2 Corolla whilst Clayton and the Redline Motorsport organisation added to their respective collections of photographs and video footage.

The format of the day was fairly

informal yet an essential element in the acknowledgement of and promotion of sponsors. It is the Team's intention to hold another such day, with the accent on media exposure, during the early part of the 2000 competition season.

With the close of the year Jeff and Donna wish to pay tribute to those organisations and individuals who have contributed to their rallying throughout 1999. In so doing they extend their heartfelt thanks to Silverstone International Motorsport and High Performance Tyres, Neta Tyre and Automotive, John Hyslop and Daniel Hunter and Sparco Auto Parts and Tyres, Ponz Sabas and Bargain Car Rentals, Mike Breen and Toyota Australia, AllJap Auto Parts, Michael Stroud and Leo Muller Toyota, John McShane and Co-op Toyota, Grant and Kym Miller and Redline Motorsport Video Magazine, Clayton Bradford Motorsport Photographer, Nick and Robyn Morey and Photography,

www.rally.com.au, Brent Willing and Mobil Federal Service Station, Don McLaughlin and Radio 101 FM, ICET, Gareth Monaghan, and many more.

Support comes in many ways, shapes and forms and sometimes the generosity of others may be considered insignificant by the giver. However, the Kilbrides recognise every act of kindness and people such as Jo Cadman, John Mitchell, Steve Forsberg, Neal Bates, John Goasdoue, Jim McIntosh, Stewart Reid, and the like, have all eased the burden for the team during 1999. To all those above and others who have been there for them, including Team members Matt Becker, Rob Bekker, Dean Blackwell, Peter Garbett, John Hayden, Brad Reinke, Trevor Tilling and Chris Waters, and the Kilbrides' respective immediate families and friends, Jeff and Donna offer sincere thanks and wish all a Happy New Year for 2000.

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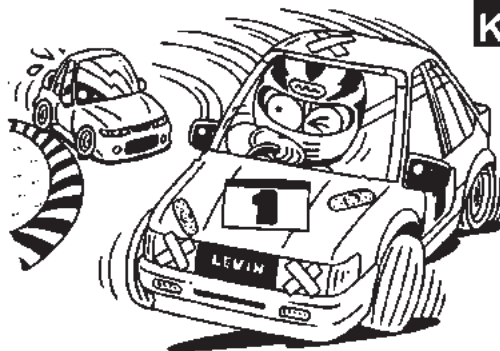
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COMING EVENTS

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

CALENDAR CHANGES

A comprehensive Motor Sport calendar for the year 2000 was published in the last two issues of "Brisport". The following changes have since been made:

- Jimna off Road Event (QORC) now 10/11 June
 - Kempsey Off Road Event (AORC) now 22/23 July
- there will also be some changes to the Rally Calendar (subject to CAMS approval).

Also, a new event the "Redline Motorsport Lady Officials Rally" has been added to the calendar (more about this event later). The date selected for this event is Saturday 4 November, so the date of the third round of the KFC Rallysport Short Course Rally Series has been brought forward to Saturday 14 October and that for the Bailey Powerlines Rally has been put back to Saturday 16 September.

BSCC CALENDAR

Based on the CAMS Calendar and the proposed changes, the following events on the 2000 calendar will be organised by the BSCC:

| | |
|------------------------------------|---------------------|
| Short Course Rally (KCF 1) | Sat. 19 February |
| Cooloola Rally (QRC) | Sat. 11 March |
| Swanbank L/Off Road (AORC) | Sat/Sun 18/19 March |
| Short Course Off Road | Sun 30 April |
| Rally Queensland | Sat/Sun 3/4 June |
| Short Course Rally (KCF 2) | Sat 22 July |
| Gatton Long Course Off Road (QORC) | Sat/Sun 5/6 August |
| Leyburn Historic Rally | Sat 19 August |
| Bailey Powerlines Rally | Sat 16 September |
| Short Course Rally (KCF 3) | Sat 14 October |
| Redline Motorsport Rally | Sat 4 November |
| Gallowan Rally (Keema Classic) | Sat 2 December |

If everything goes to plan BSCC should be running thirteen events for the year including the recently held Motor Show Monte Carlo Classic.

SCRUTINEERING FOR KCF RALLY

This will be held at KCF Rallysport, 54 High Street, Kippa Ring on Thursday 17 February 2000 between 6 pm and 9 pm



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KCF RALLYSPORT SHORT COURSE RALLY

As can be seen from the title this event is now not called a Rallysprint. However, the event will be no different from the Rallysprints that were run last year (The main problem is that certain requirements of the CAMS Rallysprint Standing Regulations differ from the way that BSCC feels that Rallysprints should be run, so therefore it is easier to run the event completely as per the Rally Code and call it a Short Course Rally).

As previously mentioned there is also a change of venue this year. Headquarters and the central Service Area will be at the Jimna Sports Club and there will be two stages each of 8 km length, both in the Monsildale Road area which is tight and twisty. Briefing is at 9.30 am with reconnaissance at 10.30 am. Competition will start at 1 pm and should be finished by 6.30 pm. There is one very good spectator point. *For further information contact Craig Porter on 3376 6563 (h) or Rod Sams 3345 9075 (h).*

ALFA CLUB MIDNIGHT TO DAWN RALLY

The Alfa Romeo Owners Club is running their annual Midnight to Dawn Rally on the night of Saturday 26/Sunday 27 February. The event uses simple navigation, similar to that on a Night Run, but gets well out of Brisbane and only uses good bitumen roads. It would be a good event for Historic Rally Cars or for Motor Show Rally competitors, or for anybody else who needs a bit of navigation practice. Competitors should be at the start venue the K Mart Car Park at Cannon Hill by 11 pm on the Saturday ready for a start at midnight. *For further information contact Jan Wickham on 0412 118 562 (any time).*

COOLOOLA CLASSIC RALLY

This event will be held on Saturday 11 March and will be the first round of the Queensland Rally Championship, the Keema Automotive Group Formula 2 Rally Championship, the GP Cars Clubman Rally Series, the Bridgestone Gemini Rally Challenge and the ARN Junior Rally Challenge. (In other words there is something for almost everybody in Queensland who owns a rally car!) The event will have 8 Special Stages with 160 km competitive for the QRC competitors, while the Clubman competitors will run the first 5 Stages only with 80 km competitive. A new sponsor, Quick Fit Tyre Service has agreed to support the event. It is likely that the start location will be at Glastonbury, a break from the traditional starting point at Roadcraft. Most of the service points will also be at Glastonbury. Briefing will be at 12 noon with the start at 1 pm and the finish at approx. 11 pm. All roads used are very good quality, similar to last year's event. *For further information contact Brian Everitt on 5482 1786 (h).*

NIGHT RUN

The first round of the Interclub Night Run Series co-ordinated by the Marque Sports Car Club will be held on Friday 17 March. Results in this event will be held towards the 2000 BSCC Night Run Championship. The start location is the K Mart Car Park at Cannon Hill and the start time is 7.30 pm. *For further information contact Carl Stecher on 3399 3638 (h).*

COMING EVENTS

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

SWANBANK OFF ROAD EVENT

This event is the first round of the Australian Off Road Championship. It was to have been run by Motorsport Queensland but with the problems at Willowbank it now appears that the CAMS Permit for the event will be issued to the BSCC. It will be held on the weekend of the 18/19 March with reconnaissance on the Saturday morning and the prologue on the Saturday afternoon. Racing commences at 8 am on the Sunday and will consist of 8 laps of a 40 km track. Event Headquarters are beside the Swanbank Power Station. *For further information contact Derrick Kennedy on 3892 4869 (h).*

CENTRAL QUEENSLAND RALLY

The Rockhampton-based Central Queensland Motor Sporting Club is organising the Rydges Capricorn International Resort Forest Rally on Saturday 25 March. The event will start and finish at the Rydges Capricorn International Resort north of Yeppoon (formerly known as the Iwasaki Resort). There will be 60 km of Special Stages on the roads in the Resort grounds (the first time ever that these roads will be used) and a further 40 km in the neighbouring Byfield Forest. It will be an all daylight event with a start at 10 am and a finish at 6 pm. Vehicles from outside the Rockhampton area may be scrutineered by their own local scrutineer. *For further information contact: Anthony*

Tanzer on 4938 3050 (bus).

ANNUAL GENERAL MEETING

The Brisbane Sporting Car Club's Annual General Meeting for 2000 will be held on Wednesday 29 March at the Clubrooms, commencing at 8 pm. All Club members should make the effort to attend. This is your chance to have your say as to how the Club is to be run for the next twelve months, and who should fill the official positions.

GOLD COAST CLUBMAN RALLY

The second round of the GP Cars Clubman Rally Series (and the Gemini Series and ARN Junior Rally Challenge) will be organised by the Gold Coast Tweed Motorsporting Club on Saturday 8 April. It will again be run in the Burburrrum area but some interesting new roads have been found. Total competitive distance is 80 km with 25 km of transport. There are four Special Stages, three of which are being used twice, making a total of seven. Start time is 10.30 am and the event should be completed in daylight. There will be more information in the next issue of "Brisport" but at this stage keep the date free. For the information of anybody who is not competing, officials are still needed. *For further information contact Peter Baker on 3205 1666 (anytime).*

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SAINZ SCOOPS SECOND FOR FORD IN MONTE CARLO

Carlos Sainz and Luis Moya finished a superb second on their debut drive in the Ford Focus World Rally Car on the world famous Monte Carlo Rally which ended in Monaco this evening. The double world champions mastered three days of demanding driving over hostile ice-covered roads in the French Alps to give the Ford Martini team a strong start to the FIA World Rally Championship.

It was a start that looked certain to be even better. With just one stage remaining, team-mates Colin McRae and Nicky Grist held a comfortable third and looked sure to give the Focus its first ever double podium finish. However, McRae's hopes were dashed when his car stopped during the final stage with engine troubles.

For Sainz and Moya it was an almost perfect return to the team for whom they last drove in 1997. Having only driven the Focus in testing, the Spanish pairing spent the first leg acclimatising to the car before climbing to second early on the second day and maintaining their position to the finish. Such was Sainz's confidence with the car by the final leg that he posted fastest time on each of the last two special stages.

An overjoyed Sainz said: "This is more than I could have hoped for on my first rally with the Focus and I can confirm that what everyone told me about the potential of the Focus as a rally car is true. Even though we've not had as much snow and ice as usual in the mountains, it has still been a tough rally and we can look forward to the rest of the season with confidence. My only disappointment is for Colin. I know personally how difficult retirement is to take when you are so close to the finish and in such a good position."

McRae, lying fourth overnight, quickly reeled in third placed Toni Gardemeister after claiming his second stage victory on this morning's opening test. He narrowed the gap to Sainz but had settled for third spot when it all went wrong.

"The engine started to misfire about 14km after the start and then the oil pressure warning light came on," said McRae. "When I saw that, I realised it was all over and there was nothing else we could do but park the car. There had been no indication of any problem earlier. I'm just absolutely gutted. Third place would have been an excellent start to the year but it wasn't to be. I'd hoped that a new year would bring a change of luck after last season but here we are again. I don't think that me and good luck are meant to go together."

Martin Whitaker, European director of Ford Racing, was delighted with Sainz's successful return to the Ford Martini team. "He drove superbly throughout and deserves full credit for climbing into what is a new car for him and performing so well. It's our best result since the Rally of Portugal last year," he said.

Whitaker said it was too early to know the exact cause of the problem with McRae's car. "We won't know until Cosworth Racing gets the engine back to Northampton to examine it. Nevertheless Carlos' result is a great boost for us all but we're still aware that there's a lot more development work to do," added Whitaker.

News from our Rivals

World champion Tommi Mäkinen (Mitsubishi) had an untroubled run today to set the early championship pace. After taking the lead on the fourth stage during Leg 1, the Finn was never headed. Behind Sainz, the wily Juha Kankkunen (Subaru) climbed to third after Toni Gardemeister (Seat) went off during the climb of the Col de Fontbelle on the Sisteron - Thoard stage and then spun on the descent. Seat team-mate Didier Auriol retired from eighth position on the penultimate stage with oil pressure problems. Private entrant Bruno Thiry scored two points in the drivers' series while Freddy Loix (Mitsubishi) took the last point. Both Skoda Octavias finished in the top 10, Ar:Schwarz recovering from first day problems to finish seventh and take the final manufacturers' point, while turbo and brake problems kept Luis Climent down to 10th.

Next round The FIA World Rally Championship contenders tackle the only true winter rally of the season when they head to Scandinavia next month for the Swedish International Rally. It is based in Karlstad from 10-13 February.

Final positions

| | | | | |
|----|---------------------------|-----|----------------|-----------|
| 1 | T Mäkinen/R Mannisenmaki | FIN | Mits. Lancer | 4:23 35.8 |
| 2 | C Sainz/L Moya | E | Ford Focus | 4:25:00.7 |
| 3 | J Kankkunen/J Repo | FIN | Subaru Impreza | 4:26 57.2 |
| 4 | T Gardemeister/P Lukander | FIN | Seat Cordoba | 4:27:20.9 |
| 5 | B Thiry/S Prévot | B | Toyota Corolla | 4:28:24.2 |
| 6 | F Loix/S Smeets | B | Mits. Carisma | 4:30:39.9 |
| 7 | A Schwarz/M Hiemer | D | Skoda Octavia | 4:33:24.1 |
| 8 | O Burri/C Hofmann | CH | Toyota Corolla | 4:34:17.2 |
| 9 | M Stohl/P Muller | A | Mits. Lancer | 4:44:17.6 |
| 10 | L Climent/A Romani | E | Skoda Octavia | 4:44:25.3 |

2000 FIA World Rally Championship (after round 1 of 14)

| Drivers | | Manufacturers | |
|---------|---------------------|---------------|------------------|
| 1. | T Mäkinen 10pts | 1. | Mitsubishi 12pts |
| 2. | C Sainz 6pts | 2. | Ford 6pts |
| 3. | J Kankkunen 4pts | 3. | Subaru 4pts |
| 4. | T Gardemeister 3pts | 4. | Seat 3pts |
| 5. | B Thiry 2pts | 5. | Skoda 1pt |
| 6. | F Loix 1pt | | |

{RallyInfo mail list}



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I read in the Australian Rally Sport News and in the B.S.C.C. Magazine that the same old rally problems are rearing their heads as they have been since I started in 1966. These are lack of Officials and lack of competition in the top rallies.

The official problem is one that has baffled organisers forever. The best officials are the ones who volunteer their services every time. They will roll up and are reliable. In the last HRA event for the year I was setting up and had to meet about ten officials in Nathalia. Two turned up! One of these was Jeff Whitten of ARN fame who told us wasn't sure if he could make it and he was the eleventh. Where were the other nine? We scraped by but the quality of the event suffered due to us having to replace timed passage controls with information boards (V.R.C.s to all the old Qld. navigators). The compulsory officiating idea was mooted some time ago but I don't believe it was implemented. It may work but only if is applied to every one without fear or favour. If they have the time to compete they should have the time to officiate. No excuses, no exception no matter how big the name, budget or ego!

The other problem seems to be in the national competition with regards competitive cars and realistically only two people who are likely to win a rally. Back when it was decided to drop Group G and go to Group A, a few of us predicted problems. I agree group G had to go mainly, in my opinion, because of the radical cars that were being driven on the public roads. They were all gutted, alloy or fiberglass panels and gave the appearance, to the general public, of racecars being driven on public roads and fairly dodgy registration etc. (But boy didn't those Datto's sound nice.) I believe the sport went over board and the rules effectively made it so you can run a factory group G car but the local young bloke can't run a Gemini if it has extractors fitted! Where is the sense in that? Australia is a long way

from the rest of the world and I don't see too many overseas competitors coming here to compete in ARC events so why does the average Fred have to have a car that complies with overseas rules. The cost of a competitive car seems to be out of the reach of the average person and I believe a big rethink on what we are trying to do is called for.

The idea of a rally is to drive a car as fast as you can through the bush without hitting anything and with a bit of skill and luck be faster than the rest of the mob. If this is the case why can't a person run a car that can be legally registered and driven on the road. I believe that if some one fronts up to scrutiny with a Gemini that has a Leyland 4.4 ltr V8 P76 engine fitted and produces the paperwork from the main roads department that states that that particular car has been approved to have that engine fitted and has engineers certificates and all the numbers match and it is registered, then it can run.

Before you say "The factories don't like being beaten by a 15 year old car and will pull out their support", so what? How many people will that effect? Are rallies being run for factories and a few with money? I reckon the TV audience would rather watch a 4.4 ltr Gemini thrown through a corner than a quiet procession of cars about which they know nothing. Motor sport has been taken over by people with money and the average club member is now struggling to compete. I am for progress but only if it's in the right direction. I believe the whole "shootin' match" has been sidetracked and lost the plot.

I think we should remember what the whole idea of motor "sport" is.

Oh and to Tom Smith re maths in ARN $\$95.00 + \$45.00 \text{ PAI} = \$140.00$ in 1999 and now $\$220.00$ for 2000 = a rise of $\$80.00$ that equals $\$80/\$140.00 \times 100 = 57.15\%$ rise! Worse than you thought!

One of the recent issues considered by the Queensland Rally Advisory Panel is the age-old problem of having enough officials and volunteers to fill all the jobs at a typical rally.

For some time now, it has been a standard condition of entering some events that you give the organisers a name of another party who might be able to help out on the day. It was noted late last year that the Victorian Rally Panel had considered a scheme whereby if a competitor wanted to score points in the state championship then he or she must have helped out in an official capacity in the previous 12 months.

The Queensland Rally Panel went one better by putting through a recommendation to the State Council that in the current year, any competitor must also be recorded as having helped out on another event of similar, or greater, or lower, status. This motion was passed and so it is now a condition of the registration to score 2000 QRC points that the competitor must have helped on another event during the year on another club rally, or ralliesprint, or short-course rally etc. There must be some formal recognition of your presence on the event, but you could be anything from a control official to a road block, to a spectator marshall - whatever role takes your fancy and fits with your experience and ability.

This is in no way meant to be a 'punishment' to anyone, but a serious and concerted effort to add another 60 or 80 names onto the list of helpers which don't have to sourced from far and wide.

Have a go, and you never know - you might even like it!!

WHERE'S RONZO??

by Tom Smith

Some of the club members who were active in rallying in the late eighties/early nineties will no doubt remember Ronnie Burns.

Ron had actually been around rallying for quite a few years in a couple of spurts but made a name for himself by performing incredible feats in a Toyota Corolla KE70. This was the genuine 1300cc version with no a lot of horsepower.

Fortunately Ron and his team including co-driver Craig Smith had built a strong, and good-handling car with the right close-ratio gearbox and diff. The car was subsequently owned by past-president Alan Bates who treated it mercilessly (just kidding AB!) and after Alan sold it the car may have gone south of the border.

Anyway, Ron has been tracked down living in Canada.

He went there on a job opportunity about three years ago and has found life in temperatures of 20 degrees below zero to his liking. Apart from riding his BMW motorcycle around he's gone and gotten himself married and his web-site shows a few photos of the happy day. A standing invitation to visit has been issued so if anyone makes it to Ottawa (I think) look him up.

I wonder if he still eats pizza.....???????

Tony Best navigating in a Lancier won the Bordeau Classic Rally that finished

in Corowa on Saturday night, 28th January.

Laurie Garth caught up with Tony at the All Saints Winery, but apparently Tony was "feeling no pain"!!!



WRC: CHAMPIONSHIP STANDINGS

{RallyInfo mail list}

Standings after Round 1, the Monte Carlo Rally, are as follows:

Drivers Championship:

1. Tommi Makinen - 10 points
2. Carlos Sainz - 6 points
3. Juha Kankkunen - 4 points
4. Toni Gardemeister - 3 points
5. Bruno Thiry - 2 points
6. Freddy Loix - 1 point

Manufacturers Championship

1. Mitsubishi - 12 points
2. Ford - 6 points
3. Subaru - 4 points
4. SEAT - 3 points
5. Skoda - 1 point



HYUNDAI TEAMS UP WITH CASTROL FOR WORLD RALLY ASSAULT

{RallyInfo mail list}

Hyundai has announced that Castrol will partner the Accent World Rally team on its assault on the World Rally Championship.

The partnership will see the brace of Accent WRC cars appear on their first World Rally in Sweden on 10 February

in a striking new red, white and green Castrol livery.

Castrol will supply all lubricants, greases and fluids to the team to help improve the car's performance and reliability as it comes up against some of the most extreme driving environments.

Castrol has a long history in world rallying over more than 20 years. In that time it has helped various teams to win driver and manufacturer world titles. Its last success was in 1999 when it helped Toyota win the World Manufacturer's Championship.

Accent WRC drivers Alister McRae and Kenneth Eriksson have now completed hundreds of testing miles in the new Accent WRC car both in the UK and Sweden, and now feel ready to move up to the WRC after two years competing in the two wheel drive F2 category.

'Although the car is still very new we have just completed 400kms of testing in Sweden without too many problems,' explained Alister McRae.

'The car certainly feels good and it's nice to get in a four-wheel drive car again,' he added.



VIDEO

Les Cassidy from the National Film and Sound Archives has advised that they have just released a video, **Redex 1953-55, around Australia Car Trials** which is a fabulous video of the Redex trials and takes in most of Australia. NFSA had former Redex people coming out of the woodwork to help us with this film. You can find it on their web site, at

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You may remember from last issue that Les is researching a collection of films which were mostly out takes, c1950 of car trials, car races, hill climbs, bike trials, bike races, etc. If you have any information, please contact Les by e-mail at Les_Cassidy@screensound.gov.au or contact the Brisport editor (Karen) to pass your information onto Les.

.....
The "Ethan Bannar" saga

by Laurie Garth

Does Pat Heatherman remember the famous Ethan Bannar saga? I'll relate it in case Pat's memory is fading a bit. 'Twas an ARC round many years ago, possibly one of the ones that had the HQ, at the old Surfair motel north of Maroochydore. The rally had booked out all the rooms in the pub except for two couples and a camera crew on their trip away from the TV show "Perfect Match". We had about 8 people sleeping in the room, including a Snooks and a Daffy, two more on the balcony and Jim and Val Rediex, who booked the room, couldn't fit in and slept on the stage. *But that's another story.*

The meal break was at Gallangowan and as usual Pat and Ann Hetherman, Peter Marshal, TGF (The wife formerly known as Midge) and I, helped by a cast of thousands were setting up, Zeroing, Sweeping as well as collecting control cards and making the sandwiches. This was back when men were men and womens suits were double breasted, well before A to A timing, stage commanders and clinical route instructions and

protests if you over shot a turn. The scorers approached one of us, I don't remember whom, with the news that Ethan Bannar had arrived at the last section before the break to find it swept and closed! The scorers said he was outside his late time limit but Ethan was convinced, by his navigator's calculation, that he was still inside the limit. What to do? After much swearing and mumbling, it was decided that the only thing to do was to reset the section so Ethan Bannar could run it. Remember this was a night rally! All the other officials had disappeared so we had to use the people we had. I believe Pat set him self up as the finish control others were roadblocks and TGF and I headed off to the start control location to send Ethan off. On the way I realised we had miscalculated and we needed another roadblock! It was a dark night drizzling rain and we had no torch, so I set TGF up as the roadblock. She wasn't to sure of her role so I instructed her to stand in the middle of the side road with her hands stretched out and the second car through would be me sweeping. We sent Ethan through and I picked up TGF and she was most impressed as well as wet. So impressed in fact, that she couldn't speak to me for a few hours. We were chasing Ethan Bannar all night so we could close controls. You know what? It turned out that he was just over his late time limit all the time! I don't remember seeing his name on any other lists but the name is branded in my memory.

.....
RYDGES TO SPONSOR CQMSC RALLY

The Central Queensland Motor Sporting Club today welcomed the news that **Rydges Capricorn International Resort** has agreed to sponsor the clubs first rally of the year.

"The roads throughout the wetlands area of the Resort are ideal for rallying, Rydges Capricorn regularly grade the roads which makes a perfect surfaces for the competitors to race on" said Rally Director Anthony Tanzer.





"But not only that, the Resort offers an ideal venue for the rally drivers and crews, in terms of accommodation and facilities that few other Rallys can offer.

"The Rally will be composed of at least two sections at Rydges totalling approximately 50km with a further 50km in the nearby Byfield forest" Tanzer went on to say. Simon McGrath, General Manager of Rydes Capricorn, said they were very excited about the rally, with some 20 to 25 rally cars from all over Queensland expected to enter, it would be great exposure not only for Rydges but for the local community as well.

The Rally will be staged on the 25th of March, 2000.

For more information contact Anthony Tanzer on (07) 49383050 or Tom Sjolund on (07) 49305148.

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More stuff from Adelaide...

ADELAIDE - WHAT A CLASSIC!!!

by Tom Smith

From my perspective, the Classic Adelaide event I had heard so much about was not given the follow-up reports it deserved in either mainstream or specialist motorsport media.

I mentioned this to my good friend Richard Anderson, and knowing that he was quite friendly with Dean Rainsford who runs the show, suggested innocently that if they wished I'd be happy to write up a post-event story - maybe based on interviews and discussions with Richard. The next thing I know is that there appears to be an invitation to go to Adelaide and help out with the event media for the duration of the rally.

This was far and away much more than I expected but I reluctantly (NOT!) accepted this generous offer.

I travelled with ex-rally driver Darren Gardiner from Brisbane who is coincidentally a business associate of Dean and we were allocated tasks upon arrival.

I was introduced to my boss for the weekend - John Stoneham (the legendary 'Stonie' of motorsport cartoon fame) and was handed a key to a Commodore.

This was great except that I hadn't been to Adelaide since 1985 and the very first F1 race in Australia!

So I bought a map!!

Then Stonie explained that I would be driving a couple of other 'journos' around - one being a gentleman called Eion Young who is a respected F1 reporter based in the UK, and other was a lovely lady called Gail Barwick who is an F1/WRC photographer.

Well, hadn't I landed on my feet! Eion and Gail were both great and very patient as I attempted to both navigate and drive my way around the outskirts and hills of Adelaide - at the same time. After two days I was sent off in another direction and my well-known passengers were given to another driver.

Fortunately I had company on the last day

of the event when fellow Queenslanders Keith (KC) and Mary-Anne Callinan were looking for someone to spectate with, and we travelled together.

To sum up, the Classic Adelaide was as well organised event as I have seen and there's something pleasing about normally-aspirated 2wd cars racing hard on bitumen.

I think I'm converted!! With some luck I may be back next year, and the number of Queenslanders who were there was just staggering.

A lot of other rally people were in town including Barry Habgood from the ARC Technical side who was also pleased that he could keep his micrometers and turbo-restrictor gauges in his suitcase.



BSCC BOYS' BRILLIANT BITUMEN BATTLE

by Tom Smith

The Classic Adelaide Rally has been a fixture on the Australian competition calendar for the last three years including 1999. In each of the past two years the competition has expanded and developed, such that there is now a definite group of individuals trying very hard to win this auspicious event.

One of the drivers who has been to all of the events to date is Brisbane's Richard Anderson and co-driver Bruno Fulcher.

This in itself is a credit, but to achieve a fifth and two third placings outright is nothing to sneeze at. For this year's Classic Adelaide, Richard (a BSCC member) had fettled the impressive Alfa Romeo Montreal a little more since 1998, and just as importantly gone to South Australia with a positive attitude and a strong will to win.

For the first time, Richard also carried a serious sponsor in the form of 'CHALLENGE RECRUITMENT', whose name and logos have been seen widely on a car contesting the V8 Supercar Series. Richard and the company have now established a firm relationship based on success, that he hopes may continue.

The quest for the gold medal in Adelaide began about 1 day after the 1998 event,

when the Avanti Spares Alfa Romeo team decided that a win was in order. The quality of competition amongst the top end of the field was excellent and Richard knew his would not be a walkover, however the Montreal has always been relatively standard so there was distinct room for performance gains.

The times at the end of the four day, 225 competitive kilometre event showed that there was barely two minutes between first and fourth, such was the closeness and intensity of competition.

Rick Bates and Jenny Brittan took the win in their Porsche 911 which had specially built for the 2000 London-to-Sydney Marathon.

Second place went to Peter Kyriakidis/John Caldicott in an Escort RS1600 and third went to team Challenge/Avanti. Sitting just four seconds behind the Alfa after four days was the little Datsun 1600 of John Spencer/Tony Best who had set tongues a-wagging.

JS seemed to enjoy the stages immensely in the brilliant sounding and handling Japanese machine, and amongst European collectables he showed them how to drive well. He wasn't a QRC winner for nothing, and knows a thing or two about pedalling a car.

What was great was the cameraderie shown between the drivers and crews, and each morning tea, lunch or afternoon tea stop they would all be chatting about what went wrong or right. Richard and John probably spent every lunch break together.

The event was a true bitumen special stage rally on great roads, designed to benefit the Adelaide/South Australian business communities and expose the state to the rest of the world.

With international visitors a-plenty, this result was achieved - and achieved well. With organisers of the caliber of Dean Rainsford and son Ben at the helm, the event is assured of continuing success. Richard will be back next year at Classic Adelaide with one thing in mind - the winner's trophy. There's just one thing, I think Johnny Spencer will be chasing him all the way.

Congratulations to both crews on an excellent result, and to all other Queenslanders who made the trip south to SA.

Ladies rally together

by Peter Garbett

Wednesday, 2 February 2000: Queensland has an additional event for its 2000 rally calendar. A unique idea has been conceived which will see a rally run along the lines of the traditional multi-club format yet the event will be organised entirely by ladies.

The concept, the brainchild of Silverstone Rally Team Australia co-driver Donna Kilbride, has received widespread support and encouragement from the rally fraternity in the sunshine state. Tentatively scheduled for 19 November, at which time there exists a reasonable gap in the Queensland rally calendar, the Redline Motorsport Rally will be promoted by the Brisbane Sporting Car Club in association with Redline Motorsport Video Magazine. Kilbride tabled a rough draft of the idea at the February meeting of the BSCC Board where it was embraced unanimously. At the time of writing the date is yet to be confirmed by the CAMS and in the meantime the ladies have advanced like a battalion into the organisation and promotion of the event.

Reading like a who's who of rallying women from Queensland and lead by Kilbride, twice Australian Champion P1 Class co-driver, past State Champion co-driver and extremely talented driver Kerrie Hollington, seasoned Australian rallying official Margaret McKay, past rally driver and co-driver now scrutineer Lyndal Tighe, Qld Rally Advisory Panel Member and ARCom Member Michelle Gatton, co-driver and official of undisputed enthusiasm Claire Swallow, as well as a host of others, are behind this unique project.

On hearing of the nature of the event the Producers of Redline Motorsport immediately leant their support to the event. Grant of course is known to many for his rallying successes driving a number of cars, especially an indecently quick Mazda RX7 a couple of decades ago. The first Australian issue of Redline Motorsport Video Magazine, a motorsport information based video program, is scheduled for release at the end of March and subsequent issues will be distributed quarterly.

The Redline Motorsport Rally has received the endorsement of persons of the calibre of Queensland Rally Advisory Panel Chairman Barry Neuendorff, Rally Queensland Clerk of Course Errol Bailey, female Australian Rally Championship driver Jo Cadman, Ed Ordynski's co-driver and Proprietor of Carb-Tech Iain Stewart, and Clerk of Course of the annual Keema Classic Rally Craig Porter, among others. Early response from television contacts suggests additional exposure for the event through that medium and negotiations have commenced with a view to securing a media personality as a guest competitor.

Redline Motorsport, which is owned by Penguin Films (Aust) Pty Ltd, have announced their intention to expand the initial agreement to a three year support package during which period both Redline Motorsport and the organisers propose to introduce a number of unique and exciting projects.

Further information:

Donna Kilbride (administration) - (07) 3889 0339
pgarbett@squirrel.com.au

or

Kym Miller (promotion) - (07) 3266 8445
redlinems@telstra.easymail.com.au

Special Offer

QRC 1999 - Directors Cut

Penguin Films, the producers of Redline Motorsport, have released an exciting special edition of the 1999 Queensland Rally Championship events. These events have been filmed and edited on a broadcast professional format and are now available on request at a special rate of \$35 per copy.

The video will feature exciting footage and colour stories with in-car footage from State rounds of local and national heros of Rally.

Motorsport fans are urged to book now for their copy as supplies will be limited.

TO ORDER - Please send your details to **REDLINE MOTORSPORT Video Magazine** - P O Box 58, Wavell Heights, 4012. redlinems@telstra.easymail.com.au.

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- Three or more copies - **\$30** per copy
- Add an additional **\$3.40** per copy for postage.

Coming Season: Competitors who would like **raw footage** of themselves only in the coming year should book with Penguin Films and let them know what events they will be at so that Penguin can ensure they get footage of you (*particularly if you are at the end of the field*).



!!!!!!! NEWS FLASH !!!!!!!

Quick Fit Tyres Cooloola Classic Rally



I am delighted to announce after an absence of several years that the Brisbane Sporting Car Club has been able to attract a major sponsor for our event run in the forests around Gympie.

Quick Fit Tyre Service a family business born only five years ago has taken up the challenge of sponsoring the event this year with the view that a successful rally will bring them back again in the future. Indeed so compelled are they to support the sport the company has bought the very quick and well presented car of Henry Ryman.

Quick Fit Tyres operate from eight outlets in the Brisbane Metropolitan area and cover the state from Cairns to the Gold Coast and out to the very recently opened outlet in Toowoomba giving them sixteen operations Statewide.

Nigel Chynoweth with whom negotiations have taken place is keen to support competitors and club members alike not only for tyre sales but the vast range of after market accessories that each of the outlets carry.

We look forward to a very long and fruitful relationship with Quick Fit Tyres and I'm sure that each and every member of our club will contribute and support this very valuable sponsor of our sport. *For more information contact Craig Porter on 3376 6563 (home).*

EDITOR'S BIT

Well here we are again, at the beginning of another year with the AGM being held next month.

I will be giving up the Editors gloves after next months magazine (definitely this time!!!) after two years in the job. Having a full time job and two businesses, both of which are going great, pretty much leaves me with no time whatsoever to continue editing this magazine.

We will be looking for a new editor at the AGM, so if you're willing and able (or either) please contact either myself or the Club to nominate. *Don't assume someone else will do it because last time NO-ONE at all nominated.*

If required I will pass on the template for the magazine (includes the adverts) and can also give some training. I currently use Adobe PageMaker V6.5 though the template can be used with previous versions.

It is a very satisfying job and a great way to ensure that **YOUR** media releases and information are printed!!!

NEW INTERNET ADDRESS

We now have our own domain name!!!!

The new address is
www.bscc.asn.au

The site is currently being updated and will hopefully be completed by the beginning of April.

Translating Men

"I'm getting more exercise lately." *Really means....*"The batteries in the remote are dead."

"We're going to be late." *Really means....*"Now I have a legitimate excuse to drive like a maniac, even though I don't need one"

"Take a break, honey, you're working too hard." *Really means....*"I can't hear the race over the vacuum cleaner."

"That's interesting, dear." *Really means....*"Are you still talking?"

TOWNSVILLE

If anyone has footage of the Townsville rally, Penguin Films would like to hear from you. Contact them on phone (07) 3266 8445, fax (07) 3266 8513 or e-mail redlinems@telstra.easymail.com.au.

Stuff for Sale!

FOR SALE

1976 Gemini Coupe

Built to Qld Gemini Series specifications. Includes 4 spotlights on removable bar. Good, tidy, competitive ar. Ideal first rally car. \$3,750 ONO. *Phone Philip Blackwell 0409 483 753* 1

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.* 2

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.* 2

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.* 2

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.* 2

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.* 4

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

Thoughts...

The journey of a thousand miles begins with a broken fan belt and a leaky tyre.

It's always darkest before dawn. So if you're going to steal the neighbour's newspaper, that's the time to do it.

Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day.

Some days you are the bug, some days you are the windshield.

If at first you don't succeed, skydiving is not for you.

Duct tape is like "the force", it has a light side and a dark side and it holds the universe together.

Eagles may soar, but weasels don't get sucked into jet engines.

Never miss a good chance to shut up.

No one is listening until you make a mistake.

A closed mouth gathers no foot.

Experience is something you don't get until just after you need it.

Always remember you're unique, just like everyone else.

Never test the depth of the water with both feet.

It may be that your sole purpose in life is simply to serve as a warning to others.

There are two theories to arguing with women. Neither one works.

It is far more impressive when others discover your good qualities without your help.

If you think nobody cares if you're alive, try missing a couple of car payments.

If you tell the truth you don't have to remember anything.

If you lend someone \$20, and never see that person again; it was probably worth it.

Don't squat with your spurs on.

Good judgment comes from bad experience and a lot of that comes from bad judgment.

Jokes

A man is walking down the street and sees a little boy riding a toy fire engine that's being pulled by a Dalmatian. Unfortunately, the rope is tied around the dog's balls, and as a consequence, the toy truck is going very slowly. The man says to the boy, "You know, son, that truck would go a lot faster if the rope was tied around your dog's neck." "I guess so," says the kid, "but then I wouldn't have a siren."

A man is stopped in heavy traffic in Los Angeles and thinks, "Wow, this

traffic seems worse than usual. We're not even moving." Noticing a police officer walking down the highway between the cars, the man rolls down his window and says, "Excuse me, officer...what's the holdup?" "It's O.J. Simpson," says the cop. "He's all depressed. He's lying down in the middle of the highway and threatening to douse himself in gasoline and light himself on fire, because he doesn't have \$8.5 million dollars for the Goldmans. I'm walking around taking up a collection for him." The man says, "A collection, huh? How much have you got so far?" "So far...five gallons."