

BRISPORT

THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB.

WEST END. PHONE 3846 0233.



September 2000 Newsletter

LEYBURN ROAD RALLY



Another successful and enjoyable day was held with the running of the Leyburn Road Rally on Saturday 19 August. The efficient organisation by Clerk of the Course Tony Best was evident throughout the day and drew favourable comment from competitors and officials alike.



It was pleasing to see that three crews lost no points on the navigation sections, while a total of fifteen crews lost less than fifteen minutes in time penalties and sixteen crews found the correct answers to all eighteen questions. This is the fifth time that the Leyburn Road Rally has been run, and the first time that it has been run by the BSCC.



Full results and story on the event are available within this edition of Brisport.

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PRESIDENT'S PIECE

BY CRAIG PORTER

The Bailey Powerlines Rally gets underway this weekend under the firm control of Del Garbett and her team of trusty helpers. Disappointment at the number of entries has as usual also left us very short of helpers for the event. Still there are some old and true friends out there to support the event.

The Leyburn Road Rally was a huge success for competitors and the event officials alike as we all wended our way towards Leyburn throughout the day. The final stage at Leyburn a run around the short competition course must have been a real buzz for competitors. To see the 176 entrants cars of various shape and size around Leyburn during the afternoon was very exciting to say the least.

Our plans for the painting of the interior of the Clubhouse and other areas of the building get underway during the next couple of days. Hopefully we will have the work done for the presentation night of the Baileys Rally. With all the trophies and memorabilia up on the walls the club should have that feeling to

welcome old and new members back to the club rooms on a Wednesday night for a chat and to find out what's happening within the club.

My comments last month regarding the involvement of competitors and their willingness to support their sport did not go entirely unnoticed. Peter Flynn a member and helper for some time made his feelings known to us.

Plans are underway for the final round of the KCF Short Course Rally on the 7th of October. We have a new stage on the Eastern side of the Jimna township which will be quite a test for competitors. The Jimna People have asked that we support them in all areas regarding their efforts to keep us well nourished and in drinks during the days event.

So tonight its time to get equipment ready for Baileys and Good Luck to competitors and we will see you during the weekend.

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

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THE CLUB CAPTAIN'S CORNER

BY DEL GARBETT

Well I suppose everyone in rallying knows by now that George and I had a very spectacular fall over a 35 foot drop in Rally of Melbourne finally landing on our roof.

It was quite frightening that we were trapped in the car for about five minutes. Anyway we are both ok and had only a few cuts and bruises and were a bit sore for a couple of days afterwards. It just goes to show how safe the cars are these days.

At the moment I'm working hard on the Bailey Powerlines Rally and preparing the cars for the Saxon Safari Rally of Tasmania. I took one Saturday off recently to do sweep for Tony Best on the Leyburn Rally. Also acted as Henry Ryman's service crew (is Henry slowing that the sweep car was right behind him when bits

began falling off his car?). I only did the first portion from Queensland Raceway to Maryvale.

At least I had a blast around the Raceway and also the nice cruise over Cunningham's Gap where I met Brad Smith who took over for me. Sorry about the way I entered your control Brad. It was interesting – just ask Brad about the reverse flick I had to do to get to his control after my overshoot.

The last round of the ARN Junior Rally Challenge, the Bailey Powerlines Rally will have been run and won by the time you read this. The winner will then head off to represent Queensland in the Saxon Safari in Tassie. I understand Michael Guest is looking good to take that out. Michael we all wish you well as we do the other local competitors going south. See you there.

Also, a reminder for the 4th November and the first running of the Redline Motorsport Rally. Donna Kilbride (3889 0339) is Clerk of Course and the event will use the forests around Yarraman. There'll be a stage in a logging area that's not been used for almost ten years and I believe it's a hoot.

Del

ED'HOOLIGAN'

by Tom Smith

Over the past twelve months or so, a competitor has been running in many of our Queensland events who is nothing short of an Australian legend. He has been around the sport for about 25 years or thereabouts and still knows how to throw a rally car around with much enthusiasm. I speak of Ed Mulligan, who currently lives in Byron Bay and commutes up to the Sunshine State to contest the local rallies in his V8 Commodore.

As surprising as it seems, many of the youngsters who are competing today may not have even been smiles on their fathers' faces when Ed was up there competing in the ARC with the best in the country. Back in the days when the Ford and Datsun (no, not Nissan, but Datsun) factory rally teams were alive and well there were a few privateers who used to knock on the door of success and challenge the big budget teams in every event.

These were also the days when the events were about 350 miles of competitive distance or more over two solid days and crews drove in day or night and in sun or rain.

Continued on page 8



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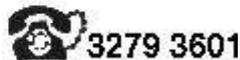
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McLANE MOTORSPORT

by Tom Smith

Another interesting team with a fair bit of recent history is about to hit the roads with an entry in this year's Classic Adelaide Rally.

The driver is Brett Wright and co-driver Gary McLane, but the roles will no doubt alter in many of the events planned for the calendar. Both Gary and Brett have been around for many years in varying capacities, and now find themselves ready, willing and able to get in there and do some motorsport.

The Classic Adelaide jaunt will be the team's second effort after a great debut in 1998.

The car being run this year is a Ford Escort RS1600 BDA, which has been around for quite a few years as Gary's own pride and joy. The car was planned to be used in '98, but last minute hitches with the engine caused them to re-think and borrow Richard Anderson's amazing Alfa Romeo Guilia Super for the event.

Notwithstanding the late change in plans the boys finished inside the top twenty with Brett behind the wheel.

The Escort will be ready to do battle this year with all bugs ironed out and the team are confident of a great result.

For 2001, there is another vehicle in the garage which is to be wheeled out for the QRC and selected ARC rounds.

This is a Suzuki Swift Gti, which was previously an ARC class-winning car in the hands of Victorian David West.

The little rocket was damaged in the WA round of the World rally Championship some years ago and has been sitting, ready for a transplant into a new shell.

The new shell is being completed at the Kippa-Ring workshop of Keith Fackrell's KCF Rallysport and with some luck, the hard work will be done over the Christmas 'off-season'.

Watch out for 'McLane Motorsport' in the Adelaide event and in the new year with the small category contender.

As Brett points out, it's called 'McLane Motorsport' because Gary owns the cars!

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COMING EVENTS

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

BYFIELD RALLY

The Rockhampton based Central Queensland Motor Sporting Club is running its annual Railway Hotel Forest Rally on Saturday 23 September.

The event starts and finishes at the Railway Hotel at Yeppoon with all Special Stages in the nearby Byfield Forest.

Start time is 12 noon and the expected finish time is 8.30 pm. There will be approximately 130 km of Special Stages and 120 km of Transport.

For further information contact Gordon Fischer on 49341177(home).

TROPHY PRESENTATION FOR BAILEY POWERLINES RALLY

This will take place on Wednesday 27 September at the BSCC Clubrooms, 206 Montague Road, West End, commencing at 8pm.

All competitors and officials should make the effort to attend this function, to show their appreciation for the sponsors of the event.

This will also be a good opportunity to see the newly painted interior of the Clubrooms.

For further information contact Del Garbett on 38081538(home).

TOURING ROADEVENT

The Classic Rally Club is organising a Touring Road Event on Saturday 30 September.

The event starts from Queensland Raceway at 12 noon and will consist of two Special Tests and approximately 200 km of map reading navigation. It will finish back at Queensland Raceway at approximately 6 pm.

For further information contact Tony Slattery on 33913022(home).

SHORT COURSE OFF ROAD EVENT

The Millmerran Auto Club will be running a Short Course Off Road Event at the Reserve Raceway Millmerran on Saturday 1 October.

This event will be a round of the Queensland Short Course Off Road Drivers Series.

For further information contact Graeme Kelly on 46059119 (anytime).

SHORT COURSE RALLY

The BSCC is running a Short Course Rally on Saturday 7 October. This event will be the third and final round of the KCF Rallysport Short Course Rally Series.

The event will be based at Jimna, the same venue that was used for the first two rounds of the Series, but different roads will be used this time.

There will be two Special Stages, each of approximately 7 km in length and each run three times. Competitors will also have two reconnaissance runs over each Stage.

Competitors Briefings will be at 10 am followed by Reconnaissance at 10.30 am with the Special Stages commencing at 1 pm and finishing by 6pm.

For further information contact Craig Porter on 33766563(home).

WARIALDA OFF ROAD EVENT

This is a long Course Off Road event and a round of the NSW Off Road Championship that has always been well supported by Queensland competitors. It will be held on the weekend of the 7/8 October (Warialda is situated in northern NSW on the mainroad between Inverell and Moree, approximately 140 km south of Inglewood). The course consists of a short loop of approximately 5 km and a long loop of approximately 25 km. Scrutineering, Reconnaissance, and the Prologue will be held on the Saturday, followed by six laps of the short loop. On the Sunday, there will be three laps of the short loop followed by six laps of the long loop, giving a total racing distance of approximately 200 km, and finishing early enough to enable competitors to make the trip home.

For further information contact Bev Basham on 02 67291622 (anytime).

COMING EVENTS

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

TABLE TOP RALLY

The next Table Top Rally will be held at the BSCC Clubrooms, 206 Montague Road, West End on Wednesday 18 October. Start time is 8 pm.

A Table Top Rally is basically a map reading exercise. Competitors are given a map and a set of Rally Instructions, and have to plot the route on the map and answer questions about the route that they took.

Competition in Table Top Rallies is a good way to learn more about navigating. As well as helping with navigation in Touring Road Events this can also be useful for competitors, service crews, and control officials in other events (as mentioned in last months Magazine, there is also the rumour of a forestry rally next year that will include map reading).

For further information contact Dick Owen on 33798430 (anytime).

NEXT NIGHT RUN

The next round of the Interclub Night Run Series co-ordinated by the Marque Sports Car Club will be held on Friday 20 October.

A Night Run is by far the simplest and cheapest form of motor sport to enter. Ordinary road cars can be used and the route is on suburban streets with easy route instructions. Competitors will need to bring a torch and a pen or pencil.

The event starts from the K-Mart Car Park at Cannon Hill. Start time is 7.30 pm and the results from this event count towards the BSCC Night Run Championship.

For further information contact Carl Stecher on 33993638(home).

SPRINGFIELD OFF ROAD EVENT

This will be the seventh and final round of the Queensland Off Road Championship, and the fifth and final round of the Australian Off Road Championship. It will be held on the weekend of the 21/22 October.

The venue will be the old Scout Camp area at Springfield (the same locality used in 1988). The course is approximately 34 kms in length.

Scrutineering and Reconnaissance will be held on the Friday afternoon. The Prologue and the first Heat (consisting of three laps of the course) will be held on the Saturday, and the second Heat (consisting of five laps of the course) will be held on the Sunday.

For further information contact Nev Taylor on 38810530(home).

GUEST SPEAKER AT CLUBROOMS

The next Guest Speaker evening at the Clubrooms will be Wednesday 25 October. These evenings have proved to be very popular. During the year many interesting topics have been covered. It will also be another opportunity to check out the new paint job at the Clubrooms!

IPSWICH AUTOCROSS

Ipswich West Morton Auto Club is running their next Autocross on Sunday 29 October. This will be their last Autocross for the year. It will be held on the Clubs' gravel track at Willowbank.

Competing in an Autocross is a very good way to learn car control on loose surfaces, and is recommended to rally competitors, particularly newcomers to the sport.

Competitors get five or six timed runs of the course, which consists of one standing lap and one flying lap of the Willowbank track.

For further information contact Errol Bognuda on 0407 633158 (anytime).

REDLINE RALLY

The Redline Motorsport Lady Officials Rally, organised by BSCC, will be held in the Yarraman area on Saturday 4 November. Competitors Briefing will be at 9.15 am with the first car starting at 10.30 am and finishing at 5 pm. Six Special Stages have been set, with three being used twice giving a total of nine. Total Special Stage distance is 80 km. Officials are needed as well as competitors.

For further information contact Donna Kilbride on 38890339(home).

TELECOM RALLY AUSTRALIA 1993

By Tom Smith

With the ever-present Editor breathing down the (e-mail) necks of contributors, and the abundance of interesting, up-to-date news and reports filling the pages of Brisport, I though I'd recollect an incident in the 1993 WRC round in Perth, in which I was very fortunate to compete.

I was co-driver for Mark Griffith in a Group N VR4 Mitsubishi in a great field filled with the stars of the world championship, and many others who, like us, were along for a great experience. The rules concerning recce were much more liberal back then and I think there was the ability to cover the stages many more times than the maximum 3 runs today.

There were a number of young Japanese crews present in their immaculate Lancers and things and somehow, Mark struck up a friendship with 'Hirai' - who quickly became 'Hooray', as in 'good-bye' or 'see you later'. Out on recce in slippery conditions the roads became blocked by traffic and an inspection by we Aussies revealed Hirai and his mate had slipped just off the road in their hire-a Magna. The car wasn't damaged but it was heavy and muddy and no amount of human force could shift it. As we all stood around saying, "She looks stuck to me", we heard a raucous Subaru noise and within a few seconds, instead of joining the end of the waiting line of cars a blue Legacy Wagon RS Turbo drew up containing none other than Ari Vatenen and his co-driver Bruno Berglund.

They were members of the factory 555 team for the event and eventually finished about third I think. They asked what the problem was and we explained the stuck Magna. Without a moment's hesitation, Bruno embarked from the car and fished out a towrope, got down in the mud and tied onto the stuck Mitsubishi. Ari relocated the Subaru and within a few more seconds was trying to tow the thing back on the road with 280hp of Turbo Legacy. It became quickly obvious the Magna was there to stay, so Ari said something like "So sorry, we must go. We have not got any more time." Bruno, now muddy, got back in and off they went - professional as always, but willing to help where they could.

That's the sort of thing I like about rallying!!

By the way we finished 11th outright for the event in the big VR4 - it weighed 1520 kg at scrutineering. With fuel, spares and us in it, that took it up to about 1850kg - that's heavy!!

Ed had an immaculate Datsun 1600 which I recall reading about in (very) old issues of "Racing Car News" (a top monthly magazine of the era) and then graduated to an ex-works RS2000 Escort (previously driven by Colin Bond) and eventually an RS1800 BDA Escort, when these were THE cars to have.

The BDA was quite famous in its own right due to a sponsorship deal with 'Penthouse Magazine' at the time. I seem to recall, as a young impressionable lad, that there were often scantilly-clad, beautiful women around the car. Perhaps it was just Ed's charm and charisma that attracted them like moths to the proverbial lightbulb. It was not just having one of these cars that caught attention either, for the young(er) Mulligan was also very quick, and often

put the fight up to the then-dominant Fords in the hands of Greg Carr and Colin Bond, and the variety of Datsuns mostly driven by Ross Dunkerton and George Fury.

It is certainly a pleasure to see one of the genuine 'legends' of the sport back in the fray with a vengeance, and enjoying himself at the same time.

The Commodore, mostly resident in Brisbane is maintained and serviced by Ross Perry and Barry Neuendorff at SAABCare, and is always capable of being one of the quickest 2wd cars on an event.



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LETTERS TO THE EDITOR

I read with some dismay in the President's Piece, August 2000, of the plan to make it mandatory for competitors to supply support people on the day of an event. The quote "no support no start" was used. I would have two issues with that. Firstly, after six years of regularly turning up to act in some sort of support role, I am looking at getting a car up and running and actively competing. However, I must reconsider, as the chances of me getting enough people to service the car and provide roadblocks are not great. There has to be many others who cannot also raise the proposed levels of support. Should they stay home too? Do I get credit for helping for those years?

Secondly, the real issue is how to get support people to come and stay. I might reflect on the experiences of six years of being a control official and roadblock. If these sorts of issues are addressed then people might be more willing to participate and maintain that interest:

- Eagerly go to a training night for control officials prior to an ARC round, so as to find out what to do, only to be given one of the most amateurish and confusing presentations I have ever seen.
- Volunteer and ask to be on an early control because you need to get away. Be told you are start of the first stage, arrive and find you are finish on the last stage.
- Be given a red hot spot as a roadblock, only to be told as you hop in the car to go out that Fred the former QRC champion has just arrived and we better look after him, so he's got that spot. What about looking after the poor old roadblock that volunteers time after time.
- You eagerly check the club points at the end of the year to find that only two thirds of the events you attended were noted.
- Volunteer to take on more official duties if some training can be organised. The reply given is "that would be a good idea". Surely this has been thought of before?
- Volunteer to take on more official duties if some training can be organised. The reply given is "that would be a good idea". Surely this has been thought of before? If not then it sounds like a damn good place to start.

We all realise that despite the best laid plans, things happen sometimes. Most of us love the sport enough to put up with that. What I suggest is a rethink on how to get officials involved and maintain that involvement. It

basically amounts to not stuffing people around, and showing them how to do the job properly. More potential benefit exists by doing this than waving the big stick at competitors. Mr President, rethink this one as you are going to have the opposite effect to that expected.

Peter Flynn

I can hold back no longer. I must put pen to paper - or in this case fingers to keys - and comment on the letter from Justin Russom in the last Brisport.

Like Justin I have only been involved with rallying for a short time, firstly as a road block, then start and finish official, then on to co-driver and now driver. I find the quest for money to run the car and the entry fees, which are at an all time high and I often wonder where the money goes to (but that's another issue), a constant challenge. I am sure that all crews from the first time Gemini driver to the Shephard family are in the same position.

I could not agree more with Justin's comments about making the sport more appealing to the spectator, attracting more of them and therefore attracting more sponsorship. The idea of super stages is certainly a great idea that has worked well in international competition and I see no reason why it would not work at club level. When you think about it we already have the beginnings of a super special stage at Willowbank. Surely the BSCC and the Ipswich club could work together on a one off rally which included a super special stage at Willowbank to test the water.

The only problems that I can see is the use of rally tyres on the track and the shortage of good forest roads in the area to make up the rest of the rally. Both these problems could be overcome by continuing to ban rally tyres on the track. I am sure every team has a set of worn road tyres that they could bolt on for the special stage making it even for everyone and more exiting for the spectators. I am also sure that most competitors would be happy to forego good forest roads for one event if it meant that it lifted the profile of our sport and in the long run brought money in sponsorship and improved spectator numbers.

In my minds eye I can see a rally that is based at the Willowbank dirt track. The pits is in the normal pit area where the spectators can see what's going on. The rally consists of five stages. Stage 1, 3 and 5 to be super special stages at the Willowbank track with stages 2 and 4 being normal forest stages (probably the same stage) with one spectator point there as

well. I am absolutely certain that, given the right publicity (and this is vitally important), people would be willing to part with a few dollars to come to Willowbank to watch a consistent stream of rally cars not only competing at the track but being serviced in the pits and then heading off in the forest. If only 20% were interested enough to take a short drive to the spectator point at the other stage, and 10% liked what they saw at the forest spectator point and decided to drive to Jimna for the next event, then it would not be a wasted effort. AND, even if it was a complete flop and nobody came to watch, so what, hasn't everybody had a good time and at least we've tried something new and not just sat back and complained. AND even if this letter falls on deaf ears or everybody thinks it's a bad idea, at least it may have stimulated some discussion AND I feel better for writing.

Regards

Tony Arbon

CLUB CALENDAR UPDATE

Short Course Rally
(KCF Round 3)

7 October

Redline Lady Officials Rally

4 November

Touring Road Event

25 November

Keema Rally Gallangowan

2 December

MEMBER PROFILE

This is a regular feature on members of the Brisbane Sporting Car Club. Over the next months, we will profile a variety of club members; members who have achieved a great deal for the good of the club and the sport in general.

The Life and Times of Peter Whalley

Peter Whalley resides at Camp Hill with wife Noelene, 13 year old daughter Sara-Jane and 9 year old son Matthew. Born in Brisbane on 19th November 1953 Peter is by day a Sales Representative. He lists his interests as family – although like many of the key motor sport personnel this club can boast, Peter devotes a tremendous amount of his own time and energy to the administration of the Brisbane Sporting Car Club and the sport overall.

A long serving Board Member, Peter has held the positions of Club Captain and Secretary prior to serving in his current role, that of Vice-President. Peter entered motor sport joining the BSCC in 1973 and has competed in circuit sprints, hillclimbs, motorkhanas, night runs, and rallies (navigating for 1978 Queensland Rally Champion Russell Worthington, Greg Smith, Darryl Kelly, and, in the Southern Cross

International Rally in the mid seventies with Alan Ryan in the Torana Hatchback). In touring road rallies in recent years Peter has teamed with Peter Smith in the Valiant, and in the mighty Datsun 1600 with Errol Bailey and Rod Sams. In the past Peter was a member of the MG Car Club (during a period when he owned cars of that marque), and QMROA (Qld Motor Racing Officials Association).

Peter is one of the select few who seem to always have their name somewhere in a set of Supplementary Regulations filling a key role, whether it be as Clerk of Course (he has been C of C at both circuit racing and rallying events), Steward, or in the case of the 2000 Bailey Powerlines Rally – Deputy Clerk of Course (his experience and knowledge able to be drawn on immediately should it be necessary by first time Clerk of Course Del Garbett on that event).

In 1998, Peter formed part of a six member crew (made up of BSCC personnel – Errol Bailey, Richard Collingwood, Brian Everitt, Larry Littlewood and

Craig Porter) who ran ahead of the field as setup crew in the PlayStation Round Australia Rally. In recent times there haven't been too many events come and go without Mr Whalley out in front of the field setting up stages and "troubleshooting" where required. It's becoming quite commonplace to see Pete's son Matthew navigating Dad around and putting in his fair share of effort as well.

One of the most important roles that needs to be filled annually at Falken Tyres Rally Queensland is that of TV Media Co-ordinator – for the last four years plus our man has warmed to that task and guided personnel from The Project Group through the forests of Imbil which he knows inside out.

It would be difficult indeed to fill the shoes of Peter Whalley the day that he decides to hang them up and walk away from the sport. I somehow don't think that day is likely to roll around for quite some time to come . . . I hope! But then, maybe Matthew . . .

CLUB CHAMPIONSHIPS POINTSCORES

In this issue of Brisport are the progress pointscores for the Club Championships in Rallies and Short Course Rallies (formerly Rallysprints). Pointscores have been calculated using the method explained in last months issue of Brisport (page 5).

There is only one more round of the Short Course Rally Series (the event at Jimna on October 7). Scores are reasonably close but it will take a good crew to beat John Spencer and Alan Bates.

With a number of Rallies still to be held this year, the Rally Championship could go to a number of crews.

Competitors are asked to check their scores and contact the Club Registrar Tony Best (phone 33710367 home) if they think that there are any errors in the scoring.

Rallies	Rally Qld Heat 1	Rally Qld. Heat 2	Cooloolo QRC	Cooloolo Clubman	Total Points
Del Garbett	9	9	11	-	29
George Shephard	9	9	11	-	29
Steven Shephard	10	11	5	-	26
Henry Ryman	1	6	7	11	25
Ed Mulligan	8	8	6	-	22
Tony Kabel	5	5	10	-	20
Greg Tebble	5	5	10	-	20
Tony Best	1	4	10	-	15
Brad Hickey	1	4	10	-	15
Jamie Macfarlane	7	-	8	-	15
Katrina Egan	6	7	-	-	13
Richard Galley	3	10	-	-	13
Darryl Smith	3	10	-	-	13
John Ahern	11	-	-	-	11
Adrian Bukmanis	11	-	-	-	11
Viv Gees	4	3	4	-	11
Brad Wedlock	4	3	4	-	11
Steve Berry	-	-	3	7	10
Myles Frost	-	-	3	7	10
Brent Poole	-	-	-	10	10
Tanya Rew	-	-	-	10	10
Zahir Macgill	-	-	-	9	9
John Rutch	-	-	-	8	8
Peter Stewart	-	-	-	8	8
Kevin Greenalsh	-	-	-	6	6
Stephen Kennedy	-	-	5	-	5
Ron Peters	-	-	-	5	5
Kingsley Smith	-	-	-	5	5
Bob Bingham	-	-	-	4	4
Giles Gargan	1	1	1	1	4
Adam Ozdowski	-	-	2	2	4
Justin Russom	-	-	2	2	4
Matt van Tuinen	1	1	1	1	4
Gary Webb	-	-	-	4	4
Craig Aggio	1	1	-	1	3
Tony Arbon	2	-	-	1	3
Danielle Brewer	1	1	-	1	3
Tim Collingwood	1	2	-	-	3
Andrew Gee	2	-	-	1	3
Mark Moddejongen	1	2	-	-	3
Josh Oliver	-	-	-	3	3
Karl Wilson	-	-	-	3	3
Gerard Childs	-	-	1	1	2
Duncan Clement	1	1	-	-	2
Mim Crase	1	1	-	-	2
Daniel Kable	-	-	1	1	2
Nigel Kelly	-	-	1	1	2
Ben Lewis	-	-	1	1	2
Jeremy Pieck	1	1	-	-	2
Lee Reithmuller	-	-	1	1	2
Geoff Smith	-	-	1	1	2
Paul Young	-	-	1	1	2
Ben Atkinson	-	-	-	1	1
Chris Atkinson	-	-	-	1	1
Matthew Bailey	-	1	-	-	1
Michael Bailey	-	1	-	-	1
Jason Bell	1	-	-	-	1
Neill Bell	1	-	-	-	1
Phil Boneham	-	-	-	1	1
Peter Clydesdale	-	-	-	1	1
Wes Depper	-	-	-	1	1
Ken Samway	-	-	-	1	1

SHORT COURSE RALLIES

	ROUND 1 19 Feb	ROUND 2 29 July	PROGRESS TOTAL
Alan Bates	10	10	20
John Spencer	10	10	20
Paul Andrews	8	9	17
Rex Ford	5	8	13
Adrian Bukmanis	-	11	11
Steven Shephard	11	-	11
Stephen Davies	9	-	9
Michael Tuppin	9	-	9
Richard Galley	7	-	7
Brent Poole	-	7	7
Tanya Rew	-	7	7
Darryl Smith	7	-	7
Craig Aggio	-	6	6
Steve Berry	1	5	6
Danielle Brewer	-	6	6
Myles Frost	1	5	6
Tony Kabel	6	-	6
Greg Tebble	6	-	6
Kevin Grevell	5	-	5
Zahire MacGill	-	4	4
Glen Mitchell	4	-	4
Neil Moxey	3	-	3
John Rutch	-	3	3
Peter Stewart	-	3	3
Gary Lieberam	2	-	2
Paul Robinson	-	2	2
Cheryl Thomson	-	2	2
Tony Arbon	-	1	1
Tony Best	-	1	1
James Carruthers	1	-	1
Travis Carruthers	1	-	1
Time Collingwood	1	-	1
Ed Freudenberg	1	-	1
Giles Gargan	-	1	1
Andrew Gee	-	1	1
Darrell Herdson	-	1	1
Daniel Kable	-	1	1
Nigel Kelly	-	1	1
Fiona McNaughton	1	-	1
Mark Moddejongen	1	-	1
Sean Moss	-	1	1
Michael Oldano	-	1	1
Lee Reithmuller	-	1	1
Matt van Tuinen	-	1	1
Michael Young	-	1	1
Paul Young	-	1	1

Table Top Rallying

By Dick Owen

An encouraging number of competitors lined up for the July round of the 2000 Table Top Rally Series. Several were making their first appearance and hopefully they will return to hone their skills for the forthcoming Road Rallies planned. Thanks to Andrew Owen who set a course which was not too difficult for the newer competitors, but was a challenge to older hands. Tony Best was first to finish and also took out the overall honours for the night. Ted Looi, at his first appearance was a close second. The final round of the Series will be held at the BSCC clubhouse on Wednesday 18th. October, commencing at 8 PM. Tony Best will be setting the course so we can be assured of good night out.

Come along for an interesting low key competitive hour or so. Should sufficient interest be shown, a 4-5 round series will be conducted next year.

“The ‘Best’ Historic Leyburn Rally”

by Mim Crase

Not a single reference to Mt Minto to be found – yippee!

Once again the BSCC put on an excellent day's activities and with Tony and Helen Best at the helm what else could be expected. It never ceases to amaze me at how the executive members of the club are always there to pitch in and be involved. The members of the club are indeed fortunate to have these people at the pointy end of the ship so to speak.

The Best Team made it a challenging and exciting run, the first leg, from Willowbank Raceway via a torturous route using tulips, to Kalbar. Three eyes would have helped, watch the map, watch the road and check the tulips. Once again the driver was delegated the simple task of answering the questions, driving the car where he was told and to enjoy himself as much as possible. Check to all three for Peter Garbett.



After a speed test on the burnout strip at Kalbar it was a very pleasant transport up Cunningham's Gap to get the map overlay. A couple of flips, turns, and rotates and the map was in place and away we flew across the downs to Warwick to the Morgan Park raceway. We had two runs on the track and Peter enjoyed the stickability of the 4WD and turned in a respectable time. It was here that the tastiest, tenderest hamburgers were available. The entry fee included a sausage sizzle and lunch, what a bargain! Thanks to the team that slaved over the BBQ, the results were truly manna from heaven.

A short transport then the map reading section was on, we took a little time and sat and mapped out the route before haring off

once again. This did cost a little in late time but a hell of a lot less than finding those dirt roads we aren't supposed to use when we get lost. A steady transport along the Olympic Bike Route to Leyburn and some time to wander around and check out the historic bikes and cars and buy some country lemon butter. The course was short and sharp and racing around a couple blocks of Leyburn was made much more interesting with the careful placement of great big bales of rolled hay. These were chicanes built with intent to slow and they certainly succeeded with us. After that it was time to either settle down for a good chin wag with lubrication, or head back to Brisbane.



The lesson learned from this event is to get the questions right! The Class 3 winners Phil and Marilyn O'Brien clean sheeted the question sections and this was the major factor in their taking first place. Of course not losing any time helps a lot, but if it is the difference between losing 20 points for not turning around and getting the question and being a minute late, it seems to me that it is better to get the question. Of course I could be wrong, check with more experienced navigators before taking me at my word.

We had a great day out and can thoroughly recommend this type of event to people who want a challenge without having to mortgage their house and family. Touring Rallies get you out into the big world, with a chance to use the brain, drive the car and have a good time. Isn't that why we are in the BSCC, to drive and have a good time?



Australian Rally Championship Update

Class: F2 Drivers (Formula 2, Under 2L Drivers)

Driver	Vehicle	Class	WA	QLD	NSW	VIC	TAS	Total
Lee Peterson	Nissan Pulsar GTi	P3	-	40	40	36	-	116
Brett Comber	Daihatsu Charade GTi	P2	-	26	14	28	-	68
Peter Anderson	Daihatsu Charade GTi	P2	-	32	-	20	-	52
Craig Bignell	Toyota Corolla	P3	40	-	-	-	-	40
Denise Collins	Honda Civic VTi-R	N2	-	4	24	10	-	38
Tony MacFarlane	Toyota Sprinter	P3	-	-	32	-	-	32
Andrew Hannigan	Daihatsu Charade GTi	N2	30	-	-	-	-	30
Rob Webber	Toyota Sprinter	P2	28	-	-	-	-	28
Mark Hughes	Vauxhall Astra	P3	6	-	12	10	-	28
Paul Feaver	Ford Escort	P3	24	-	-	-	-	24
Darren Crozier	Toyotal Corolla Seca	P3	-	-	-	24	-	24
Hugh Scott	Datsun 1600	P3	-	22	-	-	-	22
Bradley Markovic	Hyundai Coupe FX	P3	12	-	8	-	-	20
Chris Lickford	Daihatsu Charade	P1	7	-	-	10	-	17
David Thompson	Datsun 180B	P3	-	-	16	1	-	17
Andrew Pannam	Nissan Sunny GTi	P3	-	-	-	16	-	16
Wayne Johnson	Datsun P510	P3	-	14	-	-	-	14
Blair Pugh	Ford Escort	P3	12	-	-	-	-	12
Dean Ridge	Toyota Corolla	P2	-	4	-	8	-	12
Kim Drummond	Suzuki Swift GTi	N1	-	-	12	-	-	12
Doug Muxlow	Toyota Sprinter	P2	-	-	12	-	-	12
John Hendry	Datsun 1600	P3	10	-	-	-	-	10
Sam Brand	Toyota Corolla	P2	-	10	-	-	-	10
Nick Creswell	Suzuki Swift GTi	P1	-	10	-	-	-	10
Ashlea James	Proton Satria	N1	-	8	-	2	-	10
Murray Rogers	Toyota Sprinter	P2	-	-	-	10	-	10
Phil Boston	Datsun 180B	P3	8	-	-	-	-	8
Tony Kabel	Suzuki Baleno	N3	-	8	-	-	-	8
Henry Ryman	Suzuki Baleno	P3	-	6	-	-	-	6
Hugh Taylor	Datsun 1200	P1	-	-	6	-	-	6
Ben Beckton	Suzuki Swift GTi	P1	-	-	-	6	-	6
David Johnson	Honda Civic EG6	P2	4	-	-	-	-	4
David Grundy	Toyota Corolla	P2	-	-	4	-	-	4
Yamada Masaki	Toyota Levin	P2	-	-	-	4	-	4
Bevan Phillips	Hyundai Accent	N2	2	-	-	-	-	2
Dale Scott	Toyota Corolla GTi	N2	2	-	-	-	-	2
Brian Cavanagh	Toyota Celica	P3	-	-	2	-	-	2
Troy Gordon	Toyota Sprinter	P2	-	-	2	-	-	2
Robert Whyatt	Toyota Corolla RV	N3	-	-	2	-	-	2
Brad Hickey	Toyota Sprinter	P2	-	1	-	-	-	1
Leo Iriks	Ford Escort	P3	1	-	-	-	-	1
Ferris Lee	Honda Civic	P1	-	1	-	-	-	1

Australian Manufacturers Rally Championship (Overall)

Manufacturer	WA	RoC	QLD	NSW	VIC	TAS	Rally Aust.	Total
Subaru	44	85	41	36	39		246	
Mitsubishi	30	70	30	35	29		194	
Toyota	28	18	29	32	23		131	
Daihatsu	33	21	30	10	30		124	
Nissan	-	-	20	20	26		66	
Honda	6	30	7	12	9		64	
Suzuki	6	15	16	9	6		53	
Proton	-	36	7	-	9		52	
Hyundai	26	-	1	4			31	
Vauxhall				6	6		12	
Mazda	-	-	2	-			2	

Classifieds

FOR SALE

1976 Gemini Coupe

Built to Qld Gemini Series specifications. Includes 4 spotlights on removable bar. Good, tidy, competitive car. Ideal first rally car. \$3,750 ONO. *Phone Dean Blackwell 3205 9894*

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3SGTE 2000cc Turbo Engine awd brought in from Japan under rally rego. Good clean car suitable for track or rallies (class P6) \$6500 ONO Phone Rob (07) 3298 5789 or 0409722684.

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TERRATRIP 303 \$450 S/HAND FALKEN 195/65-15 RALLY TYRES \$50-\$80. PH: Steve Davies 3395 7286 or 0408151615

WANTED

1 pair of Cibie Turini Spotlights (not spread). Please contact Michael on 0416 094 693 or email m.young@imb.uq.edu.au

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.*

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Toyota Sprinter 1983

Fitted with 4AGE DOHC Engine, 5 speed box, disc brake rear end, roll cage (Bond) Good clean car suitable for rallies, track or private use. \$4500 ONO Phone Rob (07) 3298 5789 or 0409722 684.

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Is your computer background boring? Would you like to have your favourite rally car as the wallpaper? If so contact Clayton BRADFORD on mobile 0414 990 686, to have an original photo taken by Clayton, professionally scanned (publishing quality) and ready for immediate integration onto your or your sponsors' computers. Easy instructions for beginners on how to make the image a wallpaper on your computer. Photos from all rallies also available at competitive prices.

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.*

FOR SALE

Gemini TX Rally Car

Built 1999. Only done 5 rallies. Seam welded, Terratrip, Terraphone, Bilsteins, Log booked, too many extras to list. Absolutely immaculate and reliable car ready to rally. Bargain priced at \$3950. Phone (07) 4661 2786 or 0401 233 292.

Touring Road Rallies

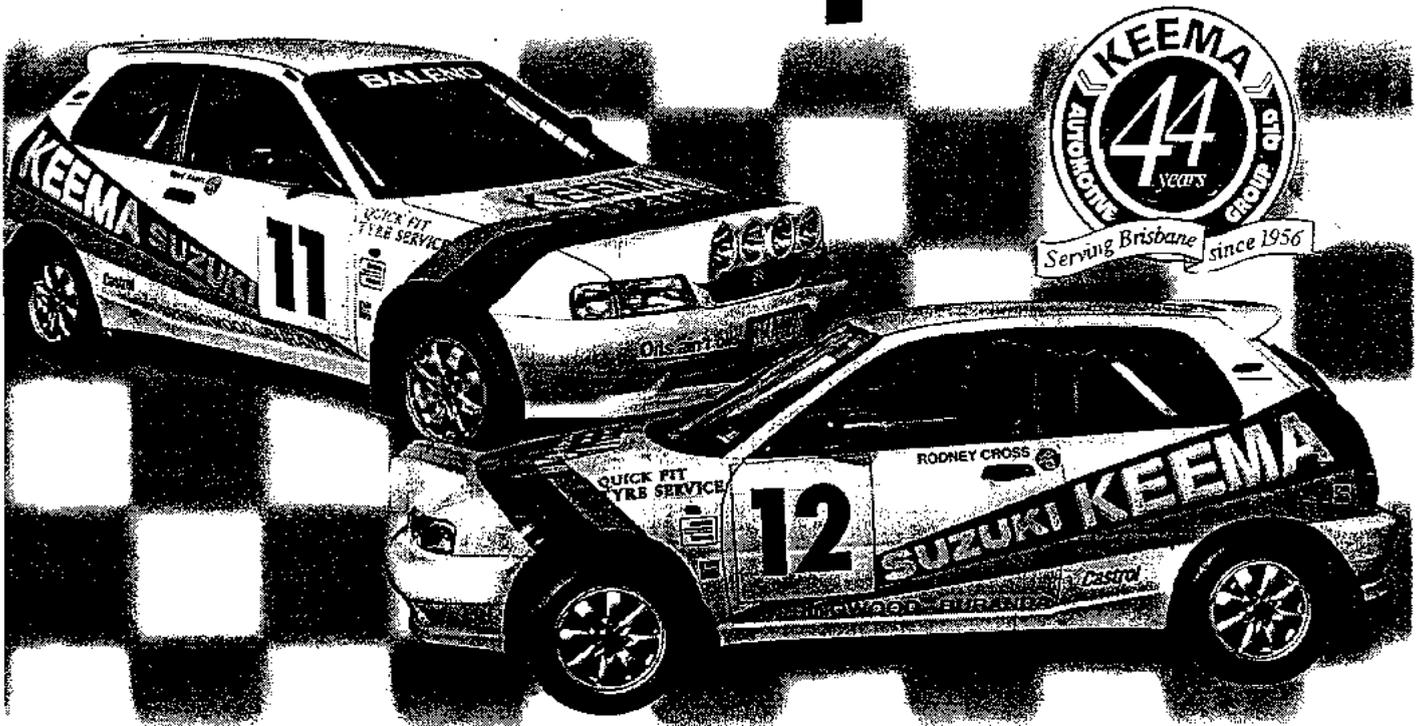
Following the successful running of BSCC's MOTOR SHOW RALLY, JUNE TOUR and the LEYBURN ROAD RALLY, two further events are proposed for to finish the year. Tony Slattery is running an event for the Classic Rally Club on the 30th September. Commencing at Queensland Raceway at 12:00noon, this event will start with a special tests on the track, rapidly tour through about 200km of road miles and conclude with another special test. Entry is \$ 50.00. Contact Tony on 3391 3022.

A Tabletop Rally Training Night will be held at the BSCC Club Rooms 206/208 Montague Road West End, on Wednesday 18th October starting at 8:00 pm.

BSCC is running a Christmas in November Rally on the 25th of November. Planning is well underway for this Touring Road Event of 250km, which should include 4 special tests. A touring assembly starting around 12:30 at the club rooms will meet the Road Event at the test venue for the running of the last two tests. Family sports and a BBQ will conclude the day. Fantastic scenery, brilliant drivers' roads and top quality spectating is assured. Check the next edition of Brisport for more details.

Contacts: **Esme at BSCC 07 3846 0233 (BH)**
Andrew Owen 07 3379 8302 (AH)

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