

# BRISPORT

THE NEWSLETTER OF THE  
BRISBANE SPORTING CAR CLUB.

WEST END. PHONE 3846 0233.



November 2000 Newsletter

In this edition, we have reports on events far and wide, including the Echo Valley Off Road event, the Springfield 250, Classic Adelaide and the 2000 Dunlop Tyres Targa New Zealand. No one can say that Queenslanders don't get around!

As well as this, there is news and views, including the news that after 10 years of successfully running the event, Coffs Harbour would no longer hold a round of the ARC, with South Australia winning the round over NSW. This event has had widespread support from both Queensland competitors and spectators over the years.



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# PRESIDENT'S PIECE

BY CRAIG PORTER

Looking at my diary whilst gathering my thoughts for this months newsletter, I have realised that Christmas is almost upon us again. The 13th of December is set aside for our Christmas Party to be held in the Clubrooms this year. Our function this year will take place in conjunction with the Trophy Presentation for the Keema Classic Rally.

On several occasions I have been quite outspoken towards competitors to become more involved in their sport by supporting events in which they do not compete. The response to me has been lacklustre to say the least. This year Rally Panel put in place a document to ensure QRC competitors, and others helped at events, twenty two people have responded by having their slip signed. Generally there are at least thirty five or so QRC competitors in each round which indicates that there are a number of competitors who aren't chasing class wins or for that matter outright placings.

We have had a strong response to members to offer to the Club memorabilia to be placed around the Clubrooms and over the break we will endeavour to put a lot of this in place. There are

some very interesting items available and I'm sure they will bring back some very fond memories.

The Keema Classic Event is well underway with what I consider to be some of the best roads available in the area. The area has had significant rainfall in recent times and the district is in great condition.

Our calendar for next year is filling fast with events so we are looking forward to a very busy year organising various events for you as members. However we are always looking for new ideas and ask that members put forward their thoughts throughout the year to help us maintain the high standard of event.

Andrew Owen has spent quite some time in preparing the Touring Road Event so get along for what will be a great family day.

Hope to see you at Gallangowan.

**Contribution cut-off date for  
the next Brisport is...  
10 December 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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# THE CLUB CAPTAIN'S CORNER

BY DEL GARBETT

Well guys it's that time again. Another year is near at end. The last QRC round for the year at Gallangowan on 2 December promises to be a rally not to miss. It is also the last round of the Tyretch Clubman Series and the Bridgestone Gemini Series as well as the Keema Automotive Group F2 Series. To everyone running the best of luck.

Congratulations to John Spencer and Alan Bates for winning the Classic Adelaide in their Datsun 1600. Well done guys - we are so proud it went to Queenslanders.

## Coffs Loses ARC Round To Adelaide

15-Nov-00 PRESS RELEASE

Coffs Harbour has lost the New South Wales round of the Australian Rally Championship (ARC) to Adelaide in a bid backed by the South Australian Government. Devastated officials of Rally NSW were informed by the Confederation of Australian Motorsport (CAMS) late yesterday that after 10 years of successfully running the event, Coffs Harbour would no longer hold a round of the ARC, with South Australia winning the round over NSW.

Rally NSW Clerk of Course Bob Halpin said CAMS had not been critical of the way the event had been run in Coffs Harbour, stating that the decision had been a financial one. "CAMS informed Rally NSW that the South Australian bid had been heavily financed by the South Australian Government and as such was an attractive proposal for CAMS," Mr Halpin said. "Rally NSW has been unable to attract corporate

By the way John and Alan, we hope you wear your tuxes and bow ties to GG and show off that trophy. It was a nice photo in the Adelaide Advertiser.

I'd like to thank Arthur for taking the time to come to our clubrooms a few Wednesday nights back to talk about first aid and what to do if you come across an accident. It was very well received and some of us now know what to do if we come across a fellow competitor injured.

Everyone is invited to the BSCC rooms on 13 December for the Keema Classic Rally presentation of awards and Xmas party. So, competitors, service crews, sponsors, RCO's (road closure officials), stage commanders, and everyone who enjoys a good party - you are all welcome. The guys have put the party into the hands of Mim and myself and we have a few surprises so come along and see what we have in store. So everyone, see you at Gallangowan and come and say hello.

Del

sponsorship or financial support at a State Government level since the withdrawal of naming sponsors Bridgestone two years ago. Attempts to attract local government funding have also been unsuccessful." Coffs Harbour has successfully held the NSW round of the ARC since 1990 and has been named as the favourite event in the rally calendar by many top drivers. Approximately 75 drivers and co-drivers, with large numbers of support crew, attend the rally each year bringing in an estimated \$2.2 million to the city over a three day period. Spectators travel from all over the State and southern Queensland to watch the spectacular event.

"The decision doesn't seem to make any sense and there appears to be no recourse. Rally NSW has always been well organised and supported by a large number of spectators," Mr Halpin said. "The bulk of rally competitors live in NSW and now they will have to travel outside their State to compete."

Continued on page 8



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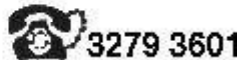
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# CAMS Announces 2001 Rally Calendar

16-Nov-00 CAMS PRESS RELEASE

Support from the South Australian Government will see the Australian Rally Championship go from strength to strength in 2001. The Adelaide Rally in South Australia will be a welcome return to a nationwide series of events that starts in March and ends in November. In announcing the new calendar, Peter Hansen, CEO of the Confederation of Australian Motor Sport Ltd. (CAMS), said, "CAMS and ARCom, the Australian Rally Commission, were approached by the South Australian Government with a proposal that was too good to refuse from a promotional aspect. The event in South Australia will set new standards for rounds of the Australian Rally Championship, with excellent driver facilities and spectator areas accessible to a degree never seen before. "Government involvement is very important for the sport and the SA Government team has an outstanding track record in delivering world-class motor sports events, such as eleven years of the Australian Grand Prix and the Clipsal 500. We are looking forward to their involvement in rallying from 2001." Garry Connelly, Chairman of ARCom added, "We were asked to consider how many rounds of the Championship should be held and, after long deliberation and input from a number of privateer competitors, it was ascertained that the maximum number should remain at five in 2001. We then looked at the various events and the Observer's Reports from which it was apparent that one event was not up to the same high standard as the others. "Consequently, the application from Coffs Harbour was unsuccessful. It was also felt that it is more important to have an event in Adelaide as a capital city rather than Coffs Harbour which is not such a major population centre. "We are committed to having another event in NSW, but based in or around Sydney which has a very large and enthusiastic car club infrastructure involved in rallying. Hopefully we can get government support for an event based on Sydney and suitable arrangements can be made so that competitors can contest six rounds for the same cost that they are currently paying for five." The ARC Super Series for drivers comprises five rallies, whereas the ARC Manufacturers' Championship includes the two international events: Asia Pacific Championship Rally of Canberra and the World Rally Championship Telstra Rally Australia.

## Dates are:

31 Mar - 1 Apr WA Forest Rally

3 May - 6 May ACT Rally of Canberra

16 Jun - 17 Jun QLD Rally Queensland

8 Jul - 9 Jul SA Adelaide Rally

4 Aug - 5 Aug TAS Saxon Safari

1 Sep - 2 Sep VIC Rally of Melbourne

1 Nov - 4 Nov WA Telstra Rally Australia

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# COMING EVENTS

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

## **CHRISTMAS IN NOVEMBER MOUNTAIN CHALLENGE**

This is a Touring Road Event with 250 km of navigation and a number of Special Tests, to be held on Saturday 25 November.

Start location is the car park of the Brook Hotel, Osborne Road Mitchelton; the start time being 8.30 am.

The event finishes near Wivenhoe Dam where there will be a Special Test using a closed section of road 1.4 km in length, followed by a family fun afternoon and barbeque.

**For further information contact Andrew Owen on 33798302 (home).**

## **FAMILY DAY RUN**

This event is a Touring Assembly also to be held on Saturday 25 November and will start at 12.30 pm from the BSCC Clubrooms at 206 Montague Road West End.

It has been designed for club members who do not wish to compete in the Mountain Challenge, and will be a run of approximately 2 hours with easy navigation over interesting roads with good scenery and questions to be answered along the route.

Competitors in this event will meet up with those in the Mountain Rally at Wivenhoe Dam, where they can watch the competitors do the Special Test and then join in the family fun day and barbeque.

**For further information contact Andrew Owen on 33798302 (home) or Esme at the Clubrooms (38460233).**

## **SHORT COURSE OFF ROAD EVENT**

The Gympie Auto Sports Club is organising a Short Course Off Road Event on the weekend of the 24-25 November.

It will be held at Baxters Property, Noosa Road, Mothar Mountain (1 km past the Gympie Speedway).

The event will run on the Saturday afternoon from 1pm and on the Sunday from 9am to 3pm. The course is 3.5 km in length and competitors will have eight timed runs.

**For further information contact Kevin Lawrence on 54829154 (home).**

## **MOTORSPORT INFORMATION EVENING**

Octagon Motorsports, who are the organisers of the Grand Prix Rally, Targa Tasmania, and the Australian Safari, will be holding an Information Evening on these three events on Wednesday 29 November.

This will take place at the Carlton Crest Hotel commencing at 6.30 pm.

People wishing to attend the evening should advise Octagon Motorsports on 03 94279655. Octagon have requested a RSVP by the 20 November but may take late nominations as most club members may not have received their copy of Brisport by this date.

## **GALLANGOWAN RALLY**

This is the final Rally for the year and be held on Saturday 2 December. It will be the final round of the Queensland Rally Championship, the Keema Automotive Group Formula 2 Rally Championship, the Tyretech Clubman Rally Series, the Bridgestone Gemini Rally Series, and the BSCC Rally Championship. The event will again be sponsored by the Keema Automotive Group who will have continuously sponsored a rally in Queensland for the last 41 years.

The QRC and Formula 2 sections of the Rally will have 161 km of Special Stages while the Clubman section will have 85 kms. The organisers have been able to find some really fantastic roads, and there will be some long stages (one of 26 km and one of 29 km).

Scrutineering is on Thursday 30 November for local competitors and up until 10.30 am on the day of the event for country competitors. All competitors must book into the Start Control by 11.30 am with the first car starting the event at 1 pm and finishing at approximately 10.15 pm. The Gallangowan event is one of the most enjoyable on the Queensland Rally Calendar. Most competitors and officials camp overnight on the Gallangowan Oval. The local Gallangowan Sports Club does a really good job with catering.

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

# COMING EVENTS

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

## LAKESIDE SPRINTS

The Marque Sports Car Club is organising a Team Lap Sprint at Lakeside on Saturday 9 December. The event will start at 7.45 am and finish at 12 noon.

The course will consist of four timed flying laps of the Lakeside track. Competitors will also have an untimed standing lap and slow-down lap. Entries close on Friday 1 December.

**For further information contact Alan Cunningham on 33950395 (anytime).**

## GALLANGOWAN RALLY TROPHY PRESENTATION

The Trophy Presentation for the Gallangowan Rally will take place on Wednesday 13 December at the BSCC Clubrooms 206 Montague Road West End. Starting time is 8 pm.

This will be the last Wednesday evening that the Clubrooms will be open this year. It will therefore also be the Club unofficial Christmas celebration. All club members, not only the ones who competed in the Gallangowan Rally are welcome to come along.

(In previous years the Club used to have an annual Christmas Party which once was a very successful and well-supported event, but it was abandoned last year due to lack of support and will not be held this year for the same reason).

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

## GOLD COAST TWEED KHANACROSS

The Gold Coast Tweed Motorsporting Club is organising a khanacross at the Mobil Service Station, Coomera (Dreamworld) on Sunday 26 November. The event will start at 9.30 am, with sign-on from 8.30 am.

Road Tyres only are permitted.

**For further information contact Nick Cresswell on 0411759597 or Shaun Brown on 0409279929.**

## FIRST CLUB NIGHT FOR 2001

The Clubrooms will be closed for the Christmas break and will re-open on Wednesday nights next year, the first Club Night being Wednesday 17 January.

Club Officials will be available to accept Membership Subscriptions and give out Application Forms for CAMS Licences. The Clubrooms will then be open every Wednesday night during the year until mid-December. A programme of activities for Wednesday nights is planned for the year.

Attendance at the Clubrooms on Wednesday nights has improved since the recent painting and refurbishment. It is hoped that this trend continues in the New Year. (Esme will be back at the Clubrooms from Monday 15 January).

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## SEASON'S GREETINGS

\*  
**The  
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office will  
close for the  
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Period on 19 December  
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## Full-On Rallysport Looking Ahead To 2001

Full-on Rallysport have wound up their 2000 season with the sale of the Tower Life Impreza WRX to a Brisbane buyer. Team owner and driver Bruce Fullerton has been looking for the chance to update for the 2001 season, and the sale of the present yellow Impreza had to come first. Team co-driver Hugh Reardon-Smith said that although the sale precluded the team from contesting the recent Saxon Safari in Tasmania, it was an opportunity that had to be taken. "Bruce has a number of options that he is weighing up for the 2001 season, but they all depended on selling the present car first. The recent advertisements in Australian Rallysport News actually generated a lot of interest in the car, with many people having seen it in action competing in ARC rounds over the past 2 seasons."

"We have had a difficult season this year, especially with the crashes in Rally Queensland, so the team now has plenty of time to set up for next season" said Hugh. "Bruce is now considering a number of alternatives for 2001, with the aim of being very competitive next year." Full-On Rallysport especially want to thank their sponsors for their loyal support, and these are Tower Life, Pioneer Seeds, Novartis Crop Protection, Morris Lubricants, Hella and particularly Oxenford Panel Works, who have had rather more work to do than the team anticipated. Thanks also go to the service crew of Peter, Greg and Ken for all their efforts.

Continued from page 3

Rally NSW was this year held on July 1 and 2 and broadcast to more than 100 million households in 63 countries throughout Asia, India, the Middle East, the United States, Africa, Europe, New Zealand and Australia, with Coffs Harbour reaping the benefits of national and international television and Internet coverage.



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## Close-fought Classic goes to Spencer

Queenslander John Spencer and co-driver Alan Bates have won the closest-fought Classic Adelaide Rally in its four-year history. Driving a Datsun 1600SSS, they won by 16 seconds from previous winners, Andrew Cavalli and Mike Dale in a Ford Escort BDA.

Spencer, a former member of the Holden Precision Driving Team and Queensland rally champion in 1965, trailed Cavalli by four seconds at lunchtime on Sunday, the final day of the four-day, all-tarmac event. But Spencer came back strongly in the afternoon stages south of Adelaide to clinch the victory.

Third was former Australian champion co-driver Jeff Beaumont (a renowned co-driver for five-times national champion, Ross Dunkerton), driving a Porsche 911. The event had its lighter moments. Local stage officials placed a large sign on a tree which Sir Jack Brabham hit in an Aston Martin last year. The sign read: "Sir Jack Turn Right". Former British touring car champion and 1990 Bathurst winner Win Percy saw the sign and laughed so hard that he ran off the road - and hit the same tree.

The event was restricted to motor vehicles manufactured up to December 31st, 1970 incorporating historic, post historic and classic vehicles from those periods. Run over four consecutive days from October 26 - 29, the event format was deemed as a "Special Stage" tarmac rally with 33 stages making up 250 kms of competition, a record for Classic car rallies. All competitive stages were conducted on closed public roads in strict accordance of the rules of the Confederation of Australian Motor Sport, (CAMS) and timed to the second.

The competitor with the overall fastest recorded time on these Special Stage sections over the four days was the outright winner. The competition section of Classic Adelaide was limited to 120 cars, 30 vehicles in the International Parade and 50 cars in "Touring" section. The Parade section of Classic Adelaide included international drivers in rare and exotic cars but they were not timed and ineligible for outright awards. The "Touring" section of Classic Adelaide catered for restored motoring show pieces whose owners wish to be part of the rally but not compete on the special stage sections.

This was the fourth consecutive Classic Adelaide Rally. The rally attracted over 90,000 spectators over the 4 days and injecting an estimated \$3.5 million into the South Australian economy. Classic Adelaide Rally 2000 will produce a one hour program for television on the event which will be shown nationally by the TEN Network later in the year.



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# 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.

## CRAIG PORTER

Here we present another instalment in the series of biographies on BSCC members who have contributed in a significant manner to the administrative side of our sport. This month we feature none other than our Club President, Craig Porter. There are some interesting motor sport activities Mr Porter has been involved in particularly many years ago before his name became synonymous with the administration of this Club and its events. Read on.

Craig Porter was born in Brisbane on the 22nd April 1948 and is employed by Leighton Contractors as their Business Development Manager. Craig is married to Val who surely must be a very supportive partner given the long hours his job demands, not to mention his complete devotion to the BSCC and rallying. Many of the contemporary members will be familiar with Craig's energetic manner in which he applies himself to the tasks he willingly assumes for the betterment of the sport. He can almost always be seen running (often literally) around at rallies in roles that necessitate he perform various duties from those of Clerk of Course to Road Crew/Setup.

What is perhaps little known of Craig is that he was a competitor (co-driver to Larry Littlewood in the green Gemini) as recently as the early nineties. Larry and Craig acquired the Gem in 1990 and campaigned it for about three years. There are even lesser known facts regarding the history of Craig Porter. Some have come to light during conversation used to break the monotony of regular drives to Jimna, Gallangowan, and so on to set and/or check rallies.

In fact it may have been just such a chat that gave rise to the original concept of these member profiles. In 1970 and '71 Larry Littlewood drove a Torana XU1 in club rallies and the service crew consisted of one Craig Porter. Craig moved into navigating (and some driving) during the next couple of years and teamed with Littlewood in a 327 HT Monaro GTS, but not before competing with Larry in a VW in a 1971 map reading rally. Craig recalls becoming hopelessly lost on that event.

The name of Craig Porter then disappeared from the rally scene but, fortunately for the present day competitors and the Brisbane Sporting Car Club, it resurfaced on road blocks in 1989. That year Craig manned the start control of the famous "Ten Mile" stage (between Kilcoy and Jimna) as the start of SS2 of the Queensland ARC Round. It was here, Craig recounts, where he met one Murray Coote.

Soon Craig's involvement in rallying underwent an explosion and he was to join the BSCC the following year (1990) and help out on the Qld ARC event. With the above mentioned Gemini and Larry Littlewood steering the crew set off into the QRC rally at Gallangowan. The reformed team's effort was short-lived as, at the 36 km mark, they became bogged. Undeterred, they campaigned the car in the club rally the following day and went on together for a further three years. Meanwhile Craig busied himself helping in any way he could to run events that he and Larry weren't entered.

Indeed, in 1991 the Keema Classic Rally came under his jurisdiction - to this day Craig has been Clerk of Course for that event which has

become an institution in Queensland rallying. From that year also, and until now, Craig's contribution to the successful conduct of our annual round of the ARC has been continuous. Serving on the Board of the BSCC since '91 his position grew in status to that of Vice President in 1996, a role he served in for the next four years until his election to the Presidency for 2000.

During the running of the 1995 Round Australia Trial Craig co-ordinated 14 stages from Maryborough south. In 1998 he again organised stages (this time 8 in SE Qld) for the PlayStation Rally Round Australia, before setting off ahead of the field for the latter event, running in a two car team of setup vehicles with Errol Bailey, Richard Collingwood, Brian Everitt, Larry Littlewood, and Peter Whalley. Continuing in the same vein, Craig teamed with Everitt, Littlewood, and Peter Milliar to carry out course car duties at the 1999 Australian Safari.

For the exhaustive list of achievements Craig has fulfilled for this club and the sport in general, we need to sincerely thank him. Still there are a great many more efforts we should acknowledge - from the endless duties required of him in the thankless role of Property Officer to the critical negotiations involving the transfer from the old clubrooms at Woolloongabba to our new investment at West End.

Craig Porter has a vision for the BSCC and a whole host of ideas and strategies to take the club on into the coming years through a period of significant growth in many areas. When he asks for help and support, please raise your hand without a second thought.

# CLASSIC ADELAIDE

by John Spencer

Well where do I begin ?

I guess it all started early last year when Richard Anderson rang me one day and suggested it would be a good event for me to do since the car I was building was a bare shell 1971 datsun 1600. The Adelaide rules are for pre 1970 model cars or run on models ie if any car was build prior to 31-12-1970 and the exact same car was continued in production after that it was considered a model run on.

So I took his advice and decided to compete in the 1999 event. Having never raced on bitumen before I wasn't really sure what do do with the suspension setup so I just lowered the existing suspension and fitted a set of AO32R Yokohama tyres and off we went. Tony Best and I that is. Well I reckon we fared much better than us or anyone else expected as we finished 4th outright only 4 seconds behind Richard in his V8 Alfa Romeo Montreal. Mind you, when Andrew Cavalli was still in the event before he crashed he was taking between 1 and 2 seconds per kilometre off our times.

So, armed with the experience of now having competed in the event I went about improving the car to make it more competitive. Bigger front brakes were fitted, four new doors were painted, lightened and fitted with lexen, also a lexen rear window. Knowing that we were no match for Cavalli last year and that Rick Bates beat us by about 1/2 sec per kilometre and that they had spent approx \$50,000 on the Porsche in the engine and brake department I figured a good goal to set was podium finish in 3rd outright spot.

However to achieve this I would still have to beat Peter Kyriakidis in another awesome RS1600 BDA Escort, Dave McDonough in an awesome V8 Ford Capri Perana, Richard Anderson in a V8 Alfa Romeo, just to mention a few (and that was to just finish 3rd). Much to my surprise in stage 1, a lap of Adelaide International Raceway, we set fastest time by 2 seconds. That set the stage for the four day battle ahead.(A full set of the results stage by stage are available on the web at [www.classicadelaide.com.au](http://www.classicadelaide.com.au) ). At the end of day one Cavalli was in front by 14 seconds to me with Rick Bates a further 7 seconds behind, with touring car driver Peter Gazzard 8 seconds behind him in 4th. At the end of day two (and it did rain on and off during the day), Cavalli and I were locked together equal in first with Rick in 3rd and Jeff Beaumont in 4th. Yes, that Jeff Beaumont, Dunkertons' old navigator from the glory days driving a Porsche.

At the end of day three I had the lead to myself all be it by only six seconds (I took 7 seconds off Cavalli on the last stage). This gave me what I thought was a slight buffer to start the last day with but much to my surprise at the end off the first stage of the day I found that Cavalli had taken 14 seconds off me and found myself 8 seconds behind ??? But that was the last time we were beaten all day winning every stage except stage 2 Algate were Cavalli and I were equal fastest. There is no doubt that the turning point came on the master stage of the event the 23km Paris Creek stage. The fastest time previously recorded was last year of ten minutes flat by Rick Bates and Richard Anderson. I should have mentioned the field is run in reverse order slowest to fastest for the entire event and is reseeded each evening, so the last two days I had been on the road behind Cavalli. Now on this stage he sets a time of 9.54, 6 seconds faster than the record so I figure he must have felt fairly comfortable with that time and knowing that there was only three stages left to run in the event. But history now shows that we set a time of 9.44 16 seconds faster than the previous record but more importantly 10 seconds faster than Cavalli to give us a 6 second lead going into the last three satges. We then took 1 second off him on the next stage, 3 seconds off on the second last stage and 3 seconds off on the last stage to win by 13 seconds.

WHAT A RACE. I CANNOT SPEAK HIGHLY ENOUGH OF THIS EVENT AND ENCOURAGE ANYONE WITH AN ELIGIBLE VEHICLE TO COMPETE and if you don't have a vehicle its a great place for a holiday. The wineries are excellent and the spectating is the best! See you don't get dusty. I hope that I can convince Alan Bates to come out of temporary retirement for next years' event as well, if not I will be on the lookout for a Navigator again.

Pat's replacement is Morrie Williams, who will be known to Victorians, having been around off road events for at least 20 years. Morrie will make his debut at Swanbank next April.

### Competition Numbers

Just a reminder that on 31 December this year all competition numbers will be wiped, and will need to be reapplied for. Any number you held this year will be held exclusively for you until 28 February, and if you have not reapplied for it at that time it will be given to the first person who does apply for it. If you are entitled next year to use one of the first three class numbers, we will hold your regular number for you until you need it again. An application form follows. Further application forms are available from the CAMS office.

### Finally

As this is the last AORC Newsletter for this year, I will take the opportunity on behalf of Amanda and myself to wish you all a happy Christmas, and successful 2001. I will look forward to catching up with you all around the traps in the New Year.

Andy

## DECEMBER EDITION

Keema Rally Full Report and Results

Review of 2000

Reports and Reviews

## 2000 Dunlop Tyres Targa NZ Queensland Entry

Alan Stean has returned from the running of the 2000 Dunlop Tyres Targa NZ with a third place in the Classic Category. In his Datsun 240Z, he and driver Ross Dunkerton have had a trouble free rally.



The only car work required being the replacement of two tyres over the event, a testimony to the work put into the 240Z. Alan commented that the rally was one of high speed, with their car pulling 7500 in 5th gear (around the 200 kph mark!) at times during the rally.



The rally was an eventful one, with numerous incidents, including the fiery demise of an E-type Jag.



### Results

#### NZ Classic Car Magazine Historic Category

1st Don Rubie / Charlie McFarquhar  
Ford Anglia

2nd Joe Calkin / John Rodgers Austin  
Mini

3rd Brett Hanson / Dereck Hobbs  
Ford Anglia

#### Dunlop Tyres Classic Category

1st Greg Kirkham / Mal Clark  
Triumph TR7 V8

2nd John Kershaw / Jane Buckman  
Vauxhall Chevette

3rd Ross Dunkerton / Alan Stean  
Datsun 240Z

#### Dunlop Tyres Modern Category

1st Lou Vandermeer / Nico  
Vandermeer Ford Laser TX3I

2nd Bill Williams / Dave Mackessack  
Ford Laser sport

3rd Ian Jemmett / John Turner Honda  
Civic

#### Dunlop Tyres Contemporary Category

1st Craig Dean / Shane Beaumont  
Ford Mustang

2nd Allan Scott / Roger Oakley  
Mazda RX7

3rd Anton / Ann Tallott Mazda RX7



Photos from Targa NZ website  
<http://www.targa.co.nz/>

## SVENSON wins at the Valley

By Rod SAMS

The final round of the "Queensland Off Road Short Course Series" was held at Echo Valley over the weekend of 11/12 November.

The event, supported by Butler Toyota, was run by the Australian All Rally Group. Robbie Butler was keen to compete in the event but has unfortunately been sidelined with a broken leg due to an accident while hard at work on a golf course.

A small field of twenty three competitors entered for the event. All keen to take on the Valley. It has been sometime since we saw off road racing at the Echo Valley. The course was quite demanding on drivers but the layout allows for great spectator viewing.

The program for Saturday was scrutineering and practice. Practice saw the retirement of the first competitor from the event as Des Armitage retired his Class 6 buggy with mechanical problems. There was a lot of interest in the expected battle between Laurie Svenson and Brad Zacka for outright and Class 1 honours.

Competition was run over four heats each of four laps with four car starting at a time with a rotating grid. The first heat saw Svenson set the pace after Zacka failed to finish. Class 2 was led by Randall Kilner closely followed by Mark Andrew.

Troy Crane held a temporary lead in Class 3 from Brad Cooper and Andrew McKay. Mark Criminale failed to finish and was out of the event. The flying Falcon of Tim Unsted was showing the way in Class 5 from Scott Wilcox. John Wager set the best time in Class 8 from Amanda Francis. Unfortunately Rob Wager failed to finish the heat and retired the truck from the event with drive train problems.

### AUSTRALIAN ALL RALLY GROUP OFF ROAD SHORT COURSE - 12 NOVEMBER 2000

| CAR NO | DRIVER            | HEAT 1   | HEAT 2   | HEAT 3   | HEAT 4   | TOTAL    | Heats Comp. | CLASS | O/R |
|--------|-------------------|----------|----------|----------|----------|----------|-------------|-------|-----|
| Q1     | Laurence Svenson  | 8.31.38  | 8.08.56  | 8.13.53  | 8.24.47  | 33.17.94 | 4           | 1     | 1   |
| 304    | Brad Cooper       | 8.57.86  | 8.40.75  | 9.08.91  | 8.48.93  | 35.36.45 | 4           | 1     | 2   |
| 558    | Tim Unsted        | 9.22.42  | 8.55.51  | 8.51.06  | 9.02.02  | 36.11.01 | 4           | 1     | 3   |
| 297    | Mark Andrew       | 9.27.01  | 9.22.16  | 9.20.12  | 9.16.89  | 37.26.18 | 4           | 1     | 4   |
| 282    | Aaron McLean      | 10.25.09 | 9.29.37  | 9.20.25  | 9.26.94  | 38.41.65 | 4           | 2     | 5   |
| 846A   | Amanda Francis    | 10.43.43 | 10.25.00 | 10.24.57 | 10.35.62 | 42.08.62 | 4           | 1     | 6   |
| 846B   | Shane Taylor      | 13.07.28 | 10.42.66 | 11.29.44 | 10.28.47 | 45.47.85 | 4           | 2     | 7   |
| 813    | David Spencer     | 13.39.66 | 10.58.00 | 10.52.31 | 10.37.28 | 46.07.25 | 4           | 3     | 8   |
| 291A   | Randall Kilner    | 9.26.47  | 8.44.81  | 8.50.25  | DNF      |          | 3           |       |     |
| 244A   | Troy Crane        | 9.19.93  | 8.56.40  | DNS      | 9.16.32  |          | 3           |       |     |
| 574    | Gary Blacker      | DNF      | 9.54.44  | 9.36.84  | 9.46.68  |          | 3           |       |     |
| 292B   | Heather McCracken | 11.13.06 | 10.19.35 | 10.37.06 | DNS      |          | 3           |       |     |
| 595    | Matt Bowden       | DNF      | 14.08.07 | 10.50.23 | 10.12.25 |          | 3           |       |     |
| 150A   | Brad Zacka        | DNF      | 8.26.23  | 8.26.64  | DNS      |          | 2           |       |     |
| 150B   | Paul Zacka        | 9.40.34  | 8.52.53  | DNS      | DNS      |          | 2           |       |     |
| 591    | Peter Hine        | 11.09.44 | 10.16.53 | DNS      | DNS      |          | 2           |       |     |
| 388    | Andrew McKay      | 10.30.81 | DNF      | DNS      | DNS      |          | 1           |       |     |
| 816A   | John Wager        | 9.11.03  | DNS      | DNS      | DNS      |          | 1           |       |     |
| 244B   | Lee Crane         | 9.49.03  | DNS      | DNF      | DNS      |          | 1           |       |     |
| 517    | Scott Wilcox      | 9.56.41  | DNF      | DNF      | DNS      |          | 1           |       |     |
| 368    | Mark Criminale    | DNF      | DNS      | DNS      | DNS      |          | -           | -     |     |
| 621    | Des Armitage      | DNS      | DNS      | DNS      | DNS      |          | -           | -     |     |
| 816B   | Rob Wager         | DNF      | DNS      | DNS      | DNS      |          | -           | -     |     |

*SVENSON wins at the Valley continued.....*

The course continued to win the battle over a number of competitors with the Zacka car retired after Paul put it on it's roof. The Carne car suffered a similar fate and was also retired. Andrew Mackay and Scott Wilcox retired in the second heat. At the end of the day only eight drivers completed the four heats.

Laurie Svenson with his new navigator Tate finished 1<sup>st</sup> in Class and first outright. From all accounts Tate enjoyed the day racing with his father. Second outright and first in Class 3 went to Brad Cooper while Tim Unsted took out 3<sup>rd</sup> outright and the Class 5 honours. Class 2 was won by Mark Andrews from Aaron McLean

Amanda Francis finished a very successful year to win Class 8 from Shane Taylor who was the second entry in the Suzuki. David Spencer hung on to finish third in the class.

The event finished the formal Series and Championship for the year. The 2000 trophy presentation will be held earlier. The details are yet to be finalised by the Off road Advisory Panel.

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### More Action from Springfield.....



Les Marshall and Les Graham



Rod and Sabine Brand



Graeme Lees and Angus Laird



Nev Taylor



Steve and Mick Willet

---

### **FOR SALE:-**

### **CLASS TWO OFFROAD RACING BUGGY**

Hornet Frame - Long Travel Suspension Arm - Bilstein Shock Absorbers  
Toyota 1.6L Twin Cam 20 Valve - Top of the range Autronic Computer  
2L Kombi Box with a full set of Albins Gears & Supadiff  
Porsche CVs - Heavy Duty Axles - Power Steering  
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**Collins at last !!!!** .....by Rod Sams

“After campaigning for a number of years Michael Collins has a well deserved win at the Spring field 250”

The final rounds of the Australian Off Road Championship and the Queensland Off Road Championship was run at Springfield on the weekend of 21/22 October.

The top ten Prologue times were:-

|     |                 |      |
|-----|-----------------|------|
| 150 | Brad Zacka      | 3.52 |
| 249 | Steve Willett   | 3.55 |
| 112 | Michael Collins | 3.56 |
| 930 | Hayden Tatnell  | 3.56 |
| 145 | Rod Brand       | 4.03 |
| 103 | Laurie Svenson  | 4.04 |
| 197 | Dave MacGregor  | 4.06 |
| 939 | John Spicer     | 4.06 |
| 206 | Les Marshall    | 4.07 |
| 302 | Darren Perrin   | 4.08 |



Michael and Desley Collins

The event was promoted by Off road Challenge Australia with the work being done by the Taylor's and their organising team. The event was run in the same area used by SEQORRA to run their Nationals in previous years.



Brad Zacka and Paul Turner

The first group away Saturday afternoon were the “slower” cars followed by the “big guns”. Sunday morning saw all competitors line up to run another six laps.



Laurie and Janelle Svenson

The event got underway on Friday with scrutineering and reconnaissance. Saturday morning saw the running of the Prolog to determine the starting order for the four laps being run in the afternoon. The field was broken into two groups that ran the long laps separately.



Don MacArthur and Peter Hine

At the end of the day only twelve competitors completed ten laps. First to greet the checked flag was Michael Collins, whose navigator was his mum, in a time of 3:24:00. This was his first outright win



Paul and Fay Grant

He was followed home by Laurie and Janelle Svenson who, while having brake problems, managed a time of 3:26:07. Dave Macgregor and

Arthur Barbon finished third outright in a time of 3:41:56. This was a great result with Queenslanders filling the first three places.

Fabio Zafati finished 4<sup>th</sup> followed by Brad Zacka and Ken Smith.



David McGregor and Arthur Barbon

The Class 7 cars of Colin Hunter and Les Siviour were next. Hunter's win was not enough to give him the Australian Championship Class win from Siviour.

Anthony Brose and Paul Leighton finished 3<sup>rd</sup> in Class 7 at 10<sup>th</sup> outright followed by Bobbie and Katie Siviour who finished 12<sup>th</sup> outright.

Don MacArthur and Peter Hine finished 9<sup>th</sup> outright to win class 2 from Graeme Hardaker.

It was interesting to see that of the 12 vehicles that completed the full course 6 were four wheel drives.

Other class winners who completed 9 laps were David and Mathew Cannell in Class 3 from Darren Perrin and John Stevens. Craig Hedley and Rick Reddish won Class 4 while Graeme Lees and Angus Laird won Class 5.

John Spicer won Class 8 after completing eight laps.

At the end of the day the tight and testing course certainly sorted out the competitors. I am sure the organising committee learnt a lot from the experience.

Photos courtesy of the "in the dirt" web sight. If you want to see more details visit the site.

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## Compulsory Electrical Cutoff Switches for 2001

An amendment to Schedule C requiring the compulsory fitment of electrical cutoff (isolation) switches for 2" and 3" Category racing vehicles will come into force on 1 January 2001. This requirement already applies for V8 Supercars, Super Touring, Club Cars (improved Production in 2001) as well as FIA Groups A and N rally cars. This of course is in addition to the many vehicles which have already been fitted with such devices by owners concerned with the safety of themselves and their vehicle.

Not all vehicles will be required to have these switches, and implementation will follow the same guidelines as Roll Cages for closed cars, meaning that vehicles competing in (non race) speed events and club and multi club races (including open cars) will be exempt from the requirement. The cutoff switch will be required to isolate all electrical circuits from the battery, and be capable of stopping a running engine. The switch shall be placed inside the vehicle where it can be activated by the driver seated normally and wearing the required safety harness. In addition, the switch must be able to be operated by an external handle located in the vicinity of the base of the windscreen pillar on the drivers side. In the case of open Sports Cars where such a pillar may not exist, the same general location shall be used. Any part of the main battery cable between the battery and the cutoff switch should be double insulated (using a length of garden hose for example).

Stopping a running engine is not easy in the majority of vehicles which are fitted with an alternator. The efficiency of the alternator is such that disconnecting the battery may not stop the engine as the alternator is able to self energise (that is, the electricity it generates is capable of maintaining the magnetic field in the rotor), and thus keep producing electricity sufficient to keep the engine running. However, running an alternator with the battery disconnected is to be avoided as its operation becomes unstable, and spikes of high voltage can damage both internal voltage regulators, and other expensive components such as Fuel Injection Computers!

Consequently, we need to be able to break the engine ignition circuit as well as disconnecting the battery. There are a number of ways to do this. The following are two suggested methods. (continued on page 17)



# Classifieds

## 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.*

## 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.*

From the Aladdin's cave of Pete Smith we offer the following, call on 3262 9551 or 3262 9611

## FORSALE

**1967 MG MIDGET 1275cc** British Racing Green. 8th Midget built in Australia, over \$9000 spent plus 4 new tyres, unleaded head, +++ goes like vintage stink, booming marvelous. \$10,000

**40DCOE WEBER**, as new, on manifold and jetted for 1275cc BMC 'A' series. \$300.00

**HALDA** twinmaster, restored, = cable and T piece. \$450

My tremendous collection of **Motor Racing Books** will be for sale at the Gold Coast Antiques Fair which will be held at Jupiters on the weekend of 5/6 January 2001 (e.&0.e.).

## PHOTOS OF YOUR RALLY CAR!

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

### 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.*

## AUSTRALIAN OFF ROAD CHAMPIONSHIP

### NEWSLETTER No 3 2000

### 2001 AORC

With the running of the Springfield 250 over, another Australian Off Road Championship season comes to a close.

Congratulations to Nev and Annette Taylor, plus their band of helpers, for putting on a good event, and one which put a little bit of prestige back into the national Championship. It was one of the more spectator friendly events on the calendar, and it was good to see that the spectator carpark was full.

Congratulations to Michael and Desley Collins for a well deserved win. While a number of the top runners once again suffered mechanical mishap or similar, Michael and Desley stayed on the pace all day and finished strongly to take out what I think is Michael's first National

Championship outright win. Filling out the minor placings were Laurence and Jenelle Svenson, ahead of David MacGregor and Authur Brabon.

It is fortunate that defending outright champion Terry Rose had an unassailable lead going into the final round, as a misadventure at Warialda a couple of weeks earlier saw him unable to contest the Springfield 250. Even so, Terry and co-driver Colin Cuell finished the series 32 points ahead of second placed Fabio Zarfati/ Dallas Pope, with Michael and Desley Collins finishing third outright for the Championship.

Class winners were:

- Class 1 Terry Rose/Colin Cuell
- Class 2 Geoff Butler/Chris Levi
- Class 3 Kaleb Schmidt/Ron Schmidt
- Class 4 Kevin Hufschmid/Ian Prescott
- Class 5 Graham Lees / Angus Laird\*
- Class 7 Les Siviour / David Gordon
- Class 8 Fabio Zarfati / Dallas Pope
- Class 9 Andrew Ziems

\* denotes subject to appeal.

## 2001 Australian Off Road Championship

Next years' National Championship will consist of four rounds, run on the following dates

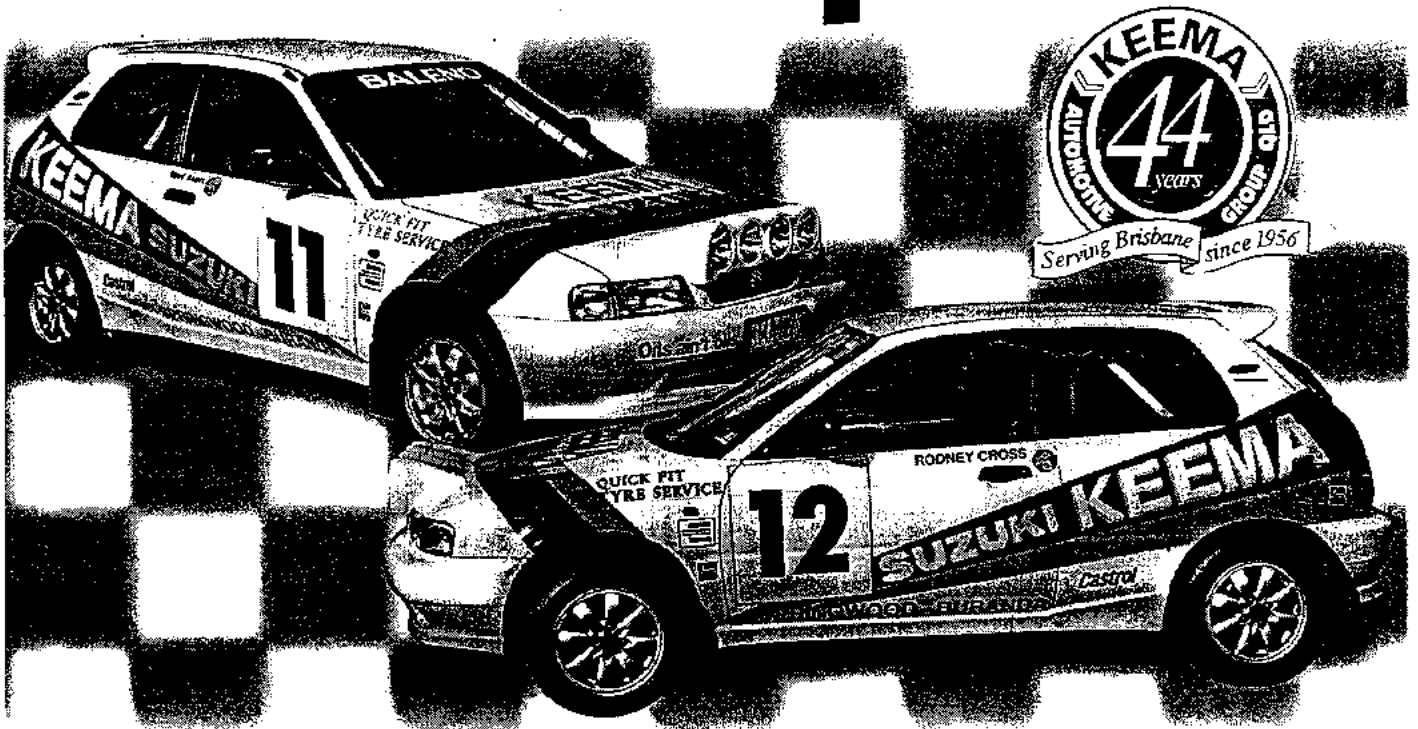
|                     |             |
|---------------------|-------------|
| Round 1 Swanbank    | 22 April    |
| Round 2 Kempsey     | 22 July     |
| Round 3 Mildura     | 2 September |
| Round 4 Springfield | 21 October  |

## AORC Technical Commissioner

For the last five or so years the AORC Technical Commissioner and Scrutineer has been Pat O'Leary. During this time Pat's approach to his duties has been one of quiet professionalism, aided no doubt by his experience as the head teacher of the Automotive Division of the Coffs Harbour TAFE College. Pat now wishes to devote his energies to pursuits other than motor sport, and has asked to be replaced for next year. I am sure that those of us who had regular dealings with Pat were impressed by the way he carried out his duties, and wish him well for the future.

(continued on page 18)

# Proudly Supporting Queensland Motor Sport.



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