

BRISPORT

THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB.

WEST END. PHONE 3846 0233.



December 2000 Newsletter

Merry Christmas and a Happy New Year
from the Brisbane Sporting Car Club



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PRESIDENT'S PIECE

BY CRAIG PORTER

How the year flies by when you are having fun running a Club and being involved with so many of the events that take place throughout the year. This has been an excellent year for our club with the maximum number of events taking place and all with an excellent result from an organisers point of view. Whilst on a roll we intend to carry out a similar number of events in the 2001 season.

Satisfactory results from the Boards view has enabled us to carry out significant works around the Clubrooms. And again early in the New Year we intend to carry out the second stage of our upgrade which includes the painting and re carpeting of the rooms upstairs. Having chased several Real Estate Agents for tenants without satisfaction we will look more closely at our options upon completion of the refurbishment works. Members have been extremely generous in the support of memorabilia for the club. However I'm sure there's more out there that will be of interest to members.

Andrew Owen should feel very happy with his efforts in running the Mountain Challenge Historic Car Rally on the 25th of November. I was at the Club getting equipment ready for the Keema event when we were set upon by about fifteen or so very eager Honda Car Club members ready to get underway to Wivenhoe Dam where I believe they had a great time at the event and afterwards at the Barbecue. From all accounts the twenty odd starters thoroughly enjoyed themselves which was evident at the trophy presentation on the 5th of December. This type of motorsport will have a great impact on our Club and with the Boards complete support should see more entrants next year.

The Keema Classic Rally at Gallangowan this year was again a great success personally for me. Having an excellent road crew [front and back of the event] and stage commanders to help put the event together on the day makes for a reasonably quiet day for me as Clerk of Course. Coupled to that the support of the scoring team, scrutineers, start- regroup people and our Road

(Continued on Page 3)

**Contribution cut-off date for
the next Brisport is...
10 February 2001**

**BRISPORT MAGAZINE
e-mail addresses**

Peter Garbett
pgarbettrally@ozemail.com.au

Tom Smith
tomk.smith@qr.com.au

Brad Smith
BSCC.editor@start.com.au

BSCC
bscc@powerup.com.au

Web Site
www.bscc.asn.au

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:

BRISBANE SPORTING CAR CLUB LTD
P O BOX 3529

SOUTH BRISBANE BC QLD 4101

Telephone: (07) 3846 0233

Facsimile: (07) 3846 0244

BSCC Board - contact list

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	Sub-Committee	Peter Garbett	0417 620 509 0417 620 509
		Tom Smith	3862 9363
		Jamie Macfarlane	3272 2020

(Continued from Page 2)

Closure Officials all helps. Also thanks to Esme back at the "ranch" getting all the paperwork together . Henk Kabel was present at the presentation during the night to present the trophies to the QRC five outright place getters and to congratulate the winners of the Keema Automotive Group Formula 2 Championship.

I'm delighted that we [provisionally] have two of our board members as QRC champions again, George Shephard and Del Garbett Driver and Co driver respectively. There were a number of entrants from across the border who did enjoy themselves and it seems wish to come back again next year. Our regulars from North Queensland also enjoyed themselves although I don't envy them the trip home. Terry Scott from Gladstone was along to promote his round of the QRC on the May long weekend with over two hundred kilometres of competitive roads, it sound like just a great event especially as the rally roads are local shire roads.

I would like to take this opportunity on behalf of your Board to wish all Club members a Very Prosperous and Happy Christmas and New Year and that all your presents have four wheels!!

The Club will close on the 19th of December and reopen on the 15th of January 2001 ready for what will be another busy year of competition.

Best Wishes

Craig Porter
President

CLASSIC RALLYING – WORTH A LOOK

by Tom Smith

Unfortunately time ran out for me before I could throw together a few words about the Classic Adelaide Rally which was run in October. As we all know the event was brilliantly won by Brisbane-ites John Spencer and Alan Bates in their Datsun 1600.

The Classic Adelaide Rally was in it's fourth year and a great concept it is. The rally caters for those people with 'classic' rally cars – that is the ones built before 1971 and there are a number of very potent machines out there.

This rally is all on closed bitumen roads of varying speed and testing nature, from tight and twisty to fast and flowing over four days of intense rallying.

The types of cars that enter are Falcon V8s, Porsches, Escort BDAs, exotic Lotii, a Toyota Corolla KE10 and of course the Spencer Datsun 1600.

It's no secret that when John came fourth last year, many people were questioning just how a Datto could manage the feat.

They may not have known John nor his personal driving history, and underestimated the capabilities of the car and the nut behind the wheel. The Datsun is a good one, built for this event and legal down to the last bolt and nut.

For 2000, JS went down there to get on the podium but when he realised he was staying with Andy Cavalli in the Escort BDA, it was win or bust. The race was fantastic to watch unfold.

The closeness of these two crews was astounding and they traded stages wins, rarely more than a few seconds apart.

From being equal on time at the end of day three, they were just four seconds apart at lunch on the final day with three stages left to run.

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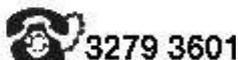
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QRC ELIGIBILITY

By Tom Smith

For the 2000 season, there was a change voted on and passed by the Queensland Rally Advisory Panel and State Council in relation to individuals rights to score (and keep) points in the QRC. The motion went along the lines that to be 'ratified' for the points you score in a QRC, you had to assist in one other event as a road-block, controllie, Clerk-of-Course or any recognised official.

The purpose of this move was to lessen the load on the small group of volunteers who are asked time and time and time again to come out and sit in the dust for a rally. It was likely from the start that some folks would not have the inclination nor the time to do this task, but it seemed to depend on what spot they occupied in the class and outright points scores. At the end of the day, this process elicited another 30+ volunteers during the year out of the QRC registered competitors pool who all helped out on an event of varying status. These people have been rewarded with a clear conscience and the trophies where they are deserved.

Who knows, this system might have gotten a few people interested in volunteering to help out in any case?? It does seem that many of those who helped out would probably have helped out anyway in their respective club's events but the point was made and driven home that the bank of volunteers is limited and they have other things to do with their weekends sometimes. We've all been there and known that at the start of an event, a clerk-of-course has come looking for volunteers because an essential roadblock hasn't shown up.

It is acknowledged that the system as it is written may have a few glitches and this will be streamlined by the 2001 Rally Advisory Panel as they prepare for the new year and the new season. Notwithstanding the end result of 30 odd people doing their volunteer stuff there were still about 80 odd people who registered for the QRC and the event numbers this year have been positive all the time.

The sport is still healthy and ther interest in the various categories is still growing. The Gemini Series, the Clubman Series, the Short-Course Rally Series and the QRC are all still well-supported and there are some strong talents amongst the competitors. Roll on, 2001!!!

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COMING EVENTS

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

FIRST CLUBNIGHT FOR 2001

The Clubrooms will be closed over the Christmas break, but will re-open on Wednesday nights in the New 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.

Esme will be back at the Clubrooms from Monday 15 January for people who wish to come in during the daytime to renew their memberships.

MOTORSHOW RALLY

The first event to be run by BSCC in the New Year (the New Millennium?) will be the annual Motor Show Rally, which will be held on Saturday 10 February.

This has always been an enjoyable event and is usually very well supported. It is run as a Touring Assembly using public roads in and close to the Brisbane City area.

Start time is 8.30am from a number of different locations in the suburbs. Competitors then converge to the Motor Show area at Southbank, and return there later on at the end of the event in mid-afternoon.

For further information contact Andrew Owen on 33798302 (home) or Rod Sams on 33459075 (home).

GYMPIE SHORT COURSE OFF ROAD EVENT

The Gympie Auto Sports Club is running a Short Course Off Road Event on the weekend of the 10-11 February.

This will be the first round of the 2001 Queensland (Short Course) Off Road Drivers Series.

The event will be held at Baxters property opposite the Mothar Mountain Speedway at Gympie. It will start at 1pm on the Saturday and will include some runs at night, finishing on the Sunday afternoon.

The course is 5km in length. Competitors will have 8 heats, each heat consisting of two laps of the course.

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

BITUMEN RALLY SPRINT

The organisers of the Gold Coast Tourist Trophy are running a Rallysprint on closed bitumen roads in the Gold Coast hinterland on Sunday 11 February.

This event is proposed as a 'trial run' for the full Tourist Trophy that will be held during August.

For further information contact Stuart Roberts on 55268685 (anytime).

RALLY ORGANISERS SEMINAR

CAMS Rally Advisory Panel members are running a seminar for rally officials on Saturday 17 February.

This will be held in the Beerburrum area between 7.30am and 5pm and will consist of an instruction session in the morning followed by a practical session in the afternoon.

It should be particularly useful for Clerks of Course, Stage Commanders, and Course Checkers, but any other officials are also welcome to attend.

People attending the course will also have the opportunity of riding in a rally car.

For further information contact the CAMS office on 33682911 or Barry Neuendorff on 32641541 (home).

RALLY RECOGNITION DINNER

Rally Panel is also organising a dinner and get-together for Queensland rally competitors on Saturday 17 February. This will be held at Macarthur's HQ Hotel, 438 Adelaide Street.

Trophies will not be presented on this night as this is being done at the CAMS Evening of Champions, but Class Winners will be given the opportunity to be recognised and to say a few words.

For further information contact Berenice Stratton on 32092073(home).

COMING EVENTS

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

GATTONSPRINTS

The Australian All Rally Group is running their annual Gatton Sprints on the weekend of the 17-18 February.

This event is run on a 1 km bitumen track (with three chicanes) on the industrial estate near Mt Sylvia Road in Gatton.

Timed runs start at 9am on the Saturday and there will be a burnout competition on the Saturday evening, with more timed runs on the Sunday. All types of vehicles are eligible to enter.

For further information contact Bernie Nixon on 46341529 (any time).

SHORT COURSE RALLY

Once again Keith Fackrell from KCF Rallysport is sponsoring a series of three Short Course Rallies.

These events are fairly similar to Rallysprints but are run under the CAMS Rally Code rather than the Rallysprint Standing Regulations.

The first round of the Series for 2001 will be run on Saturday 24 February. This event will again be based at Jimna and will consist of two Special Stages each of approximately 7 km in length and each run three times. Competitors also have two reconnaissance runs of these Special Stages, which means that competition in an event such as this is a very good way of gaining pacenoting experience.

For further information contact Craig Porter on 33766563 (home) or Rod Sams on 33459075 (home).

MIDNIGHT TO DAWN RALLY

The Alfa Romeo Owners Club is running its annual Midnight to Dawn Rally starting at midnight on Saturday 24 February and finishing at breakfast time on Sunday 25 February.

The event uses public roads and fairly easy navigation, with instructions similar to those used on Night Runs. Unlike the average Night Run a large part of the course gets away from the suburbs and into the country areas.

For further information contact the Alfa Club on 38141666 (anytime).

A DATE TO REMEMBER

Sunday 6th May 2001

Country Plaza International Rally

Round 2 Queensland Rally Championships 2001 (including the Keema Automotive Group Formula 2 Rally Championship 2001)

Round 2 Clubman Rally Series 2001

Round 2 Falken Tyres Gemini Challenge 2001.

From Country Plaza International Gladstone to Kalpower Forest and back.

Approx. 200 km competitive
400 Km Total

For any further information contact:
Clerk of Course - Terry Scott

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SEASON'S GREETINGS

*
The
BSCC
office will
close for the
Christmas - New
Period on 19 December
2000 re-opening on Monday
15 Jan
2001
Thank
You

(Continued from Page 3)

Spencer/Bates opened up the gap and took it away to clinch the win back in Adelaide by 13 seconds. In the face of a powerful and much more exotic field, the diminutive Datsun had stolen the show. This was surely the biggest win of John's career and the team proudly sprayed the champagne at the event finish in Adelaide.

This event is a brilliant concept which has been supported by competitors in Australia and overseas since it's inception. It caters for the pure competitors and those who may wish to trundle around the Adelaide hills and enjoy the view. If you have an eligible car, get some regs and put an entry in for 2001 before the limit is reached. It may be a little more expensive than your usual club rally, but you stay at the Adelaide Hilton in the heart of the city and enjoy a great time over the four days.

With 'government' support from the SA Events Corporation, this is assured of a future on the motorsport calendar. Go down in 2001 and see if John Spencer can win back-to-back events. He certainly is planning to try!!

(Continued from Page 10)

Phone Sandy Nichols on 03 9427 9655 or visit www.australiansafari.com.au; email sandy.nichols@octagon.com)

The 2001 Targa Tasmania will run from the 19/4/2001 until the 26/4/2001 and will be held on tarmac over 2000km of public roads through the stunning Tasmanian scenery. It includes 54 competitive stages and is the tenth running of the event. The 2000 event had 313 entries and over 250 applications have already been received for the 2001 event. The event generates enormous exposure throughout the state and is supported by Southern Cross Television, the Mercury and the Examiner newspapers.

Targa Tasmania is an invitation event and competitors must complete an application form to be considered for acceptance by the organising committee. It attracts many of the world's best touring sports and GT cars.

Phone Stuart Benson on 03 6224 1512 or visit www.targa.com.au; email stuart.benson@octagon.com.

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GALLANGOWAN 2000

by Tom Smith

Well Gallangowan 2000 and the Keema Classic Rally was just as exciting as usual with a full field contesting a great event in the heat and dust.

Craig 'the Bitten Chihuahua' Porter and his crew again put together a testing event which really sorted out the men from the boys.

It was in the true heritage of Gallangowan a rally of attrition with a number of exciting teams pulling out after suffering a range of maladies. Flat tyres and suspension woes seemed to be the feature of the day and with this event being the end of the season and for some, with nothing to gain it was a case of discretion being the better part of valour.

The QRC was theoretically capable of being won on this event by a couple of competitors in the mathematical sense, but the Roadsafe/Falken entry of George Shephard/Del Garbett had established a solid lead during the year and there was no way they would do anything foolish with the championship on the line.

In front of them a battle raged between the Evo. 6.75 of Stewie Reid and Michelle Murphy and the Evo. 3 of John Goasdoue/Glen Weston.

The two Mitsubishi's had a great fight which saw the Hilleng entry of Goasdoue/Weston end the daytime stages in front.

Stewie had bounced off an errant kangaroo which damaged the intercooler and lost some time.

With the Clubman and Gemini field finishing their run at the re-group, it was left to the balance of the QRC field to get on with the night stuff. Murray Coote and Iain Stewart were travelling well, as usual, in the Dave Feron Datsun 1600 and while not quite on the pace of the leading 4wds

4wds they eventually finished a fine second outright.

The Reid/Goasdoue battle ended when Stewie had a minor off on the penultimate stage and slightly damaged rear suspension, electing to retire rather than risk the car on the last night stage.

The team managed to gather some important testing data for tyres during the event and Stewie appeared satisfied that the event had been well worth the effort.

Michelle, despite being a Sydney-sider actually competed in all three rounds of the QRC and was a genuine contender for the co-drivers title. Congratulations to John Goasdoue and Glen Weston for a very popular event win.

John performed cartwheels in the parc ferme and Glen was ecstatic, declaring this was the first event win he had ever had.

For the quick ARC privateers who usually stick to the pace-noted ARC rounds, this was a good finish to an otherwise ordinary year.

Gallangowan had again drawn out the best in the competitors and a midnight presentation saw a good crowd attend to acknowledge the winners and the sponsor Henk Kabel from the Keema Automotive Group. Gallangowan was over for another year, and the party began in earnest.

Octagon Motorsport promotion of the Targa Tasmania, Australian Safari and The Grand Prix Rally

By Mark Gilbert

Octagon Motorsport held a promotional evening on the 29th of November to promote three events they now hold the rights to. They are the Targa Tasmania, The Australian Safari and the Grand Prix Rally.

The 2001 Trading Post Grand Prix Rally (Subject to official confirmation) is set to run from Saturday 24/2/2001 until Sunday 4/3/2001 and is run prior to and includes entry to the Qantas Australian Grand Prix. It is

open to road registered vehicles with a minimum seating capacity of 2 and is particularly suited to Marque Sports Cars and Cars of Distinction. It will include a mixture of navigation and special driving tests as well as social events and it will culminate in a demonstration lap of the Qantas Australian Grand Prix Circuit. (Phone Sandy Nichols on 03 9427 9655 www.gprally.com.au or www.grandprix.com.au; email sandy.nichols@octagon.com).

The 2001 Alice Springs to Darwin Rally (Formally The Australian Safari) has had a name change to further promote its major sponsor the Northern Territory Government. It will be held from 19/8/2001 until the

26/8/2001. The Northern Territory Government has made available temporary registration permits for the event which allows nearly all categories from the Off Road Championship to compete along with 4 Wheel Motorcycles. Although a greater emphasis has been placed on production 4WD vehicles a category for two wheel drive vehicles will be available with a separate course where a particular competitive stage is deemed to be too difficult for non 4WD vehicles.

The maximum distance of competitive stages will be 250km and this year in the motorcycle category a two rider category has been introduced.

(Continued on Page 8)

A Day at the Wheel and a Letter of Thanks

Gallangowan. What a good event and great party. If you haven't stayed up to watch the sunrise and then sat down to a hearty bacon and egg breakfast at 5.30am, then you haven't done Gallangowan.

We started the day well and were really enjoying the roads, and then found we were back on the pace and going a tad quicker than our team mates and old rivals Tony Kabel and Greg Tebble. This was all thanks to the car spending a few hours at Bob Romano's performance centre. The Suzuki was clearly a lot faster than it had been over the past few rallies.

We were all smiles until servicing the car after Special Stage 3. I was all set to drive off and noticed a gap appearing around the left hand rear strut tower. This problem arose from an accident earlier in the year. With only one section to do before the division break we took it nice and easy, only dropping a minute on Tony and Greg. Back at the oval I had already organised with Viv Gees' crew to use their oxy equipment. Thanks Viv, much appreciated. Dr Craig Russell makes up a large part of my service crew and just happens to be a sheet metal worker by trade, so it did not take long to fix the strut tower. Then on went the better set of used brake pads and back out into the night division. Here I must apologise to those people (Peter Garbett included) who were looking forward to seeing our brakes glowing red hot in the night stages. Earlier in the event we had found a way of getting more air through to the front discs (not to mention drilling a hole through the washer bottle which was not part of the planned brake cooling exercise).

Special Stage 5 saw us on full attack with all lights blazing (well, as much attack as we could do in our little car). A nice short blast with some great open roads. I must apologise at this stage to the people in SS3 who were sitting watching cars go through a muddy creek crossing. I KNEW the car would come back on line, it was just a matter of time, but at this stage these spectators were backpedalling madly into the bush. Special Stage 6 saw our undoing, with only 5km to go and having an absolute ball, we came around a tightening right hand bend into a turn right at T-junction. Didn't see the turn right and stopped at the edge of the over shoot. Threw the car into reverse, turned the wheel full lock, dropped the clutch and BANG - one of those 'you're going no further' type noises - broken drive shaft - BUGGA. Many thanks to the YA HOO? recovery team for towing us out and for doing so at a sensible speed. We arrived at the end of section to find our crew there with the car trailer. GREAT no more worries! - not so - Ryan Parker does his bit for the night and winches the Suzuki on to the trailer, and off we all head back to the oval. As we turn onto the oval the Hayman Reese towbar head broke off. Fortunately we were only doing 2kms an hour at this stage, I would hate to think what might have been if this had happened at a greater speed.

Several beers later we went looking for a towbar bit to beg borrow or steal to enable us to get home with the trailer. Thanks to Ed Hooligan and his crew (Ross Cox) for loaning us the part we needed. Ed's always good value and quick with a joke 'Did you hear the one about the girl with the butterfly tats?' No? - I'll tell you at the car club some other time. So back to the KEEMA tent (and a thanks to Hank Kable for all his help during the year) for a couple of beers and presentation. Congratulations to all those that did good!

OK now time to ET (phone home); problem is only one public phone at the oval and it is not working, nor do any of the mobile phones so back to the bar to quench some more thirst. Rick from the Subaru car club tells me that one of his crew has a satellite phone so off we trundle to make a call. Thanks guys for the use of. Heading back to the bar for some more quenching I bumped into Steve Wall (fortunately no damage done) and crew sitting around enjoying some very nice home brewed liqueur. Well worth enquiring how that is made. On leaving Steve says 'Henry there's your Xmas present'. I thought he was pointing to the blue REX, but no alas he was pointing to a Byron Bay Mexican Hat. Thanks Steve much appreciated, 'twas worn for numerous hours at the bar.

Thanks also to Nigel Chynoworth who kept me entertained at Kilcoy on Friday night and who also helps out with tyres from Quick Fit tyres. Thanks to the organisers, Craig Porter (now known as the 'bitten Chihuahua' having been bitten by a dog that day) and his band of merry men and women who made the event possible. Looking forward to seeing you all next year. Merry Xmas and Thanks.

Henry Ryman

P.S. Nigel and James told me Saturday morning that I snored terribly on Friday night. Well just to prove them wrong I stayed awake all Saturday night and did not snore once! H.R.

FALKEN KYB RALLY TEAM WIN 2000 QRC

(TEAM RELEASE)

George Shephard driving the Falken KYB Rally Team Lancer Evolution 5 was naturally pleased after taking out back-to-back Queensland Rally Championships. Third place at last weekends' KEEMA CLASSIC RALLY held around the little town of Galangowan gave George his 10th state rally title, and came within days of him being recognised by the Australian Government for his services to Australian Motor Sport industry. 'This is the best one yet 'said an excited George Shephard 'and just reward for the team at GSA, Falken tyres, KYB Shock absorbers and Endless brake pads.'

The rally was won by the flying PRC Lancer EVO 3 driven by John Goastoue from Murray Coote, who despite his vast experience and exuberance couldn't match the Lancers pace. First in Group N went to newcomer Bernhart Graph driving a Lancer EVO 5 prepared by GSA. In only his second rally Bernhart was absolutely delighted with the teams performance and will be back in 2001.

Among the retirements, was the second Falken KYB Lancer EVO 5 driven by Steve Shephard and Steve Kennedy. Steven, who stood a mathematical chance of the title had no alternative than to attack straight from the bell, but a problem in the first stage cost him 4 minutes. After that Steven drove brilliantly matching times with the ever exuberant Stuart Reid. Untill second service ended Stevens chances, when the service crew discovered a broken rear cross member. With only a 10 minute service, team manager Reg Shephard retired the No 2 car. Steven was delighted with his times and said that it was great to be right on the pace with some of the best in group N competitors in Australia. Other leading retirements at this stage was the Subaru WRX of Steve Scott with a broken gearbox and Paul Andrews who was unlucky to dry bog his lancer.

Stuart Reid driving his Lancer EVO 6 was another who needed to win if he was to be champion. As night fell Stuart set about his task of chasing down the leader Johny G. Stuart was fastest on the first two night stages, closing the gap to a few seconds. That was the closest Reid would get as it all went wrong on the third with an big off and the Lancer lost some 6 minutes regaining the road. Stuart retiring at the last service before the final stage.

Whilst all around were loosing their heads, George Shephard and Del Garbett were sticking to their game plan and driving brilliantly keeping the Lancer in the middle of the road and making sure that it got to the finish but, as night fell fate nearly intervened. With 15 kms of the second night stage to go a rear tyre went flat. When the going gets tough, the tough get going and Shephard used all of his skill to get the Lancer to service, arriving on three wheels and only dropping 6secs to the chasing pack. The GSA crew repaired the damage and sent the Lancer into the next stage without loss. Team Manager Reg Shephard said "George had come on the radio with the problem and I told him he had better get the Lancer to service or he would be walking back to Brisbane."

To John Goastoue went a well deserved victory from the ever effervesant Murray Coote who proved once more that there is life in the old dog yet. A well earned Third place wrapped up the Championship for George and it was a fitting end to a great year of rallying.

To all the sponsors, organisers, helpers of the events who throughout the year have given there time and effort so we can go rallying, GSA TEAM would like to extend the sincerest of thanks for a job well done and we look forward to seeing you all next year.

Thanks to

FALKENTYRES
KYBSHOCKASORBERS
ENDLESS BRAKE PADS
GSA WHOLESALE SUSPENSION
RALLIART QUEENSLAND
BOND ROLL BARS

Reg Shephard, Paul Crain, Steve Day, Noel Pocklington, Derick Todd, Russel Opie, Stephen Kennedy, Scott , Peter Muir, Jack Uzarevic, Shell, Brandon, Marie, Peter and John Menzies.

CLUB CHAMPIONSHIPS POINTSCORES

The final scores for the Clubs' Off Road and Short Course Rally Championships for 2000 were printed in the October issue of Brisport.

In this issue are the final scores for the Rally, Touring Road Event, Night Run, and Club Officials Championships. The method for scoring the Club Officials Championship was also given in the October issue, while the method for scoring the other championships was in the August issue.

Competitors are asked to check their scores and to notify the Club Registrar Tony Best (home phone 33710367) if there are any mistakes.

There is quite a possibility that some Club Members may have been missed in the scoring for the Officials Championship, as the names were taken from the 'sign-on' sheets for the various events, plus any other people that the Clerks of Course, Stage Commanders, etc remembered as helping on the event.

If no errors are advised by the 10th February 2001 (the deadline for submission of material for publishing in Brisport), these scores will be considered final.

The names of the overall Club Champion, Junior Champion, and Ladies Champion will be advised in the February 2001 issue of Brisport.

THE MOTORSPORT CALENDAR FOR 2001

The Australian Rally Championship Super Series will again be held over five rounds in 2001.

Dates and events are:

31 March-1 April	Forest Rally WA
16-17 June	Rally Queensland
7-8 July	South Australia
4-5 August	Saxon Safari Tasmania
1-2 September	Rally of Melbourne

In addition to these events there are two extra rounds that will count towards the Manufacturers Championship:

4-6 May	Rally of Canberra
1-4 November	Rally Australia

The Queensland Rally Championship and the Keema Automotive Group Formula 2 Rally Championship will be run over the following rounds:

17 March	Cooloola Rally
6 May	Gladstone
16-17 June	Rally Queensland
14-15 July	Townsville
1 December	Gallangowan

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

17 March	Cooloola Rally
7 April	Carline Mufflers Beerburum
6 May	Gladstone
14-15 July	Townsville
15 September	Bailey Powerlines Imbil
1 December	Gallangowan

The KCF Short Course Rally Series will be run on the following dates:

24 February	Round 1
28 July	Round 2
10 November	Round 3

Other Multi-Club events may also be held and these will be advised in later issues of Brisport.

OFF ROAD EVENTS

The Australian Off Road Championship for 2001 will be run over four rounds, two of which will be held in Queensland.

21-22 April	BSCC Willowbank
21-22 July	Kempsey
1-2 September	Mildura
20-21 October	Springfield

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

3-4 March	Goondiwindi
21-22 April	BSCC Willowbank
19-20 May	SEQORRA Jimna
11-12 August	BSCC Gatton
20-21 October	Springfield

The Queensland Short Course Off Road Drivers Series will be contested over the following events:

10-11 February	Gympie
30 June-1 July	Millmerran

23 September	AARG Toowoomba
17-18 November	SEQORRA Jimna

The Warialda (NSW) event will be held on the weekend of the 8-9 September.

A number of other Multi-Club events will also be held. These will be advised in later issues of Brisport.

HISTORIC RALLIES - TOURING ROAD EVENTS

Three events are proposed. The Motor Show Rally will be run as a Touring Assembly, the other two events will be Touring Road Events with Special Tests included (it should be noted that modern cars are eligible to enter these events):

10 February	Motor Show Rally
18 August	Leyburn Road Rally
20-21 October	Wallangarra Road Rally

BITUMEN SPECIAL STAGE RALLIES

This type of event has rapidly gained in popularity over the last few years, and a number of events are proposed for 2001. Rules for eligibility vary from event to event:

16-18 February	Rally Tasmania (and Lactos)
15-18 March	East Coast Classic
19-24 April	Targa Tasmania
9-12 August	Gold Coast Tourist Trophy
20-23 September	Classic Adelaide

NIGHT RUNS

The Marque Sports Car Club will again be co-ordinating an Interclub Night Run Series to which BSCC members are invited. These events will generally be run on the third Friday night of each month, starting at 7.30pm from the K-Mart car Park at Cannon Hill. Further information will be given in later editions of Brisport.

BSCC CALENDAR

During 2001 the Brisbane Sporting Car Club will be organising twelve of the events that have appeared on the abovementioned lists. The calendar of BSCC events is as follows:

10 February	Motor Show Rally
24 February	Round 1 KCF Series
17 March	Cooloola Rally
21-22 April	Willowbank AORC
16-17 June	Rally Queensland ARC
28 July	Round 2 KCF Series
11-12 August	Gatton Off Road Event
18 August	Leyburn Road Rally
15 September	Bailey Powerlines Rally
20-21 October	Wallangarra Road Rally
10 November	Round 3 KCF Series
1 December	Gallangowan Rally

An A4 wall calendar of these events has been included in this edition of Brisport. This can be enlarged to A3 for a handy reminder of events in 2001.

Classifieds

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

1971 KE 25 Toyota Corolla

PRC 3 Rally car, 1999 ARN Junior Challenge winning car. Bilstein Suspension with King Springs. 2 Litre Twin Cam engine, 10 x 13" rims, 4 x 14" rims, marsh seats, Terratrip 202 and Terraphone Pro. Fulls seam welded with extensive steel cage, large number of spares, ready to rally. \$8,000. Phone Ben Atkinson on 0413 704 605

LOST

Green & White striped Chair

from Gallangowan. If found please phone Patrick Hetherman on

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.).

CONGRATULATIONS

To Mark and Robyn Neary on the birth of Brianney.

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.

2000 Christmas In November Mountain Challenge

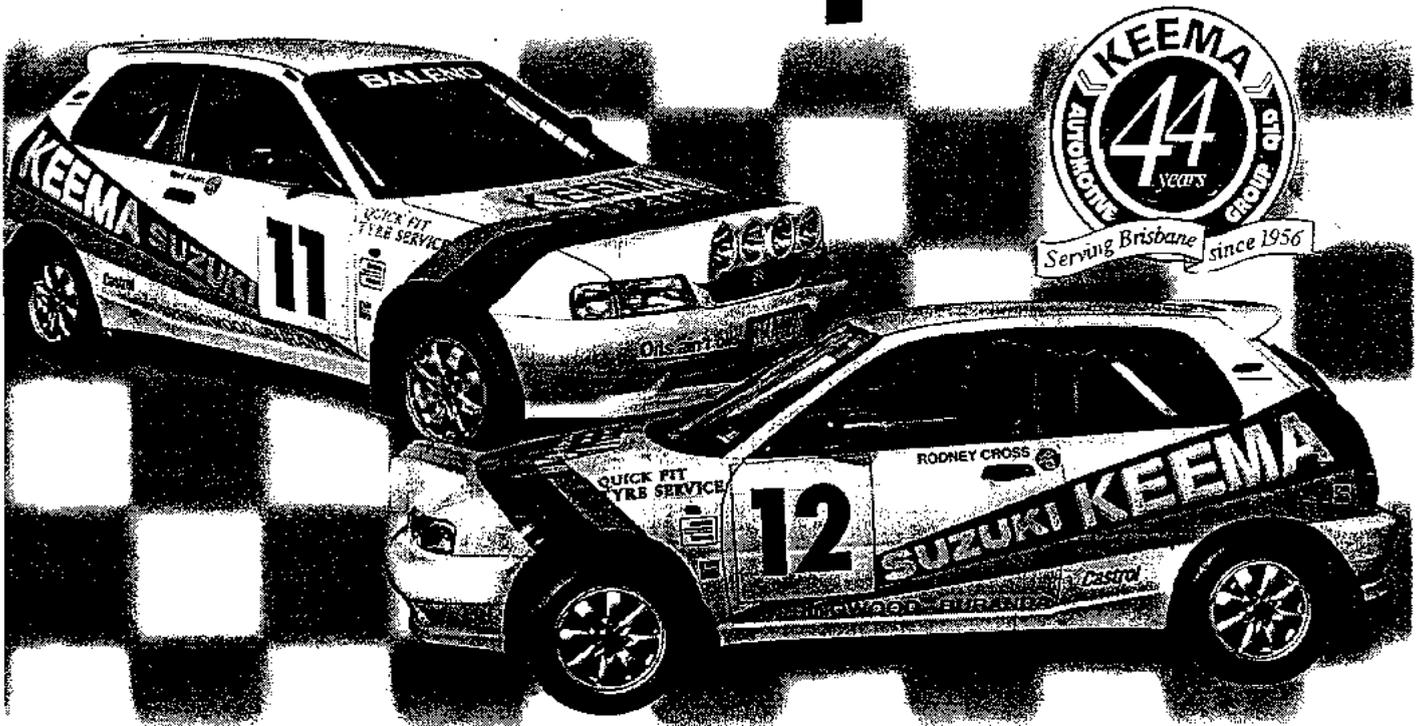
It was encouraging to see all competitors enjoying themselves both on the road sections and at the test sites.

1 st outright	Peter Stringfellow, Tony Best	Woosley 24/80
2 nd outright	Tony Slattery, Graham Bickley	Ford Consul Cortina
3 rd outright	Brian Krieger, Gary Gray	Hillman Hunter
1 st Class 1	Glen Battershill, Ken Philp	Lancia Fulvia
1 st Class 2	Peter and Loraine Ganderton	MGB Roadster
1 st Class 3	Bob Duguid, Jackie Mitchell	Mazda MX5



(Photos thanks to Marc Zande)

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