

# BRISPORT

THE NEWSLETTER OF THE  
BRISBANE SPORTING CAR CLUB.

WEST END. PHONE 3846 0233.



May2001 Newsletter

Since the last edition of Brisport, Club members have been active in their involvement in a range of events, including the Quickfit Ipswich 300, the Gladstone International Rally, and the first event in the Interclub Team Challenge.

Coverage of these events, plus stories from the Rally of Canberra, are included in Brisport this month.

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# PRESIDENT'S PIECE

BY CRAIG PORTER

With the new Board in place we can now allow ourselves the time to get underway a number of issues that I spoke of at the Annual General Meeting. These relate to the Clubs promotion of itself and the issue of new and younger members to the the club across all ranges of motorsport. During the next months a concerted effort will be made in these areas. So if there is anybody out there with a penchant for promotion please let me know I would like to talk to you.

During the latter part of April the Quick Fit Tyres Ipswich 300 Queensland round of the Australian Off Road Championships was run in the Swanbank area. Whilst the location has its own inherent problems of property owners the event was well received by the "True Believers" of the sport. Those who made the effort to come along to spectate had the choice of several very good advantage spots to witness the event. Overall my

Congratulations to the team of people who were involved in the event again under the watchful eye of Rod Sams. Looming on the horizon shortly is the Falken Tyres Rally Queensland to be held on the North Coast mid June. Judging by the number of competitors at previous events this year then we should be in for a Grand Affair. A few changes again from Errol and Richard this year with the first competitive stage the now famous Noosa Hillclimb. the event will finish at Imbil at 1.15pm on Sunday.

Talking with the Channel 10 boys there will be a Camera Crew of seventeen here for the coverage of the event, previously unheard of in relation to our sport. And of course the now famous Friday night start location has changed to Kings Beach Caloundra. Those who wish to participate as helpers at this event are encouraged to contact Esme Gibson at the clubs offices during the day. Coupled to this event we have a new event with a new

(continued on page 4)

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

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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

Congratulations to Tristan and Andrew Carrigan on their win at Gladstone. By all reports everyone enjoyed themselves and the rally was well run. I understand the roads were in excellent condition.

The Queenslanders who went South to the Rally of Canberra didn't have a very good run at all.

Mark Neary / Tony Best and Richard Galley / Darryl Smith rolled their cars on Day One only a few hundred metres from one another. Both crews were unhurt, but I did hear from a good source that they were all wearing sore heads on Saturday morning after a night on the town Friday night!

Steven Shephard / Dom Corkerson suffered gearbox trouble on Day Two and George and myself a hole in the radiator after going through a creek crossing on Day Two. Chris and Ben Atkinson had a suspension breakage but were able to repair it to continue on Day Three. Chris and Ben spent a lot of time with Iain Stewart, myself and George teaching them about pace notes; they were just getting the hang of things by the time the rally was over. Watch out for them in Rally Queensland!

Seeing as we helped Chris and Ben Atkinson out for Rally of Canberra, Iain Stewart and myself will be running a co-drivers rally school on the 8 June at 8pm at the BSCC Clubrooms, so if you need a bit more coaching in writing pace notes for Rally Queensland or for Short Course Rallies come along and learn, this will be your last chance.

See you all at Rally Queensland.

Del



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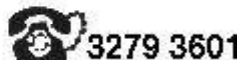
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## **PRESIDENT'S PIECE** (Continued)

sponsor called the Fulcrum Suspensions Coastal Classic a 325km drive from Caloundra following in the footsteps of the ARC event through to Imbil and returning to Caloundra on 16th of June. Contact the club for more details.

The KCF Short Course Rally is well underway for a day in the Jimna forest on the 28th July. Always a popular event we are using similar roads again but with the shorter day this event is not quite as long as the one in February.

You will not be disappointed as these events are a great way to learn pacenoting. Will close now with that request for helpers/supporters for the ARC in mid June to contact Esme at the club.

Craig Porter  
President

## **Engine Dramas force end to Reid's ROC**

Stewart Reid and Michelle Murphy kissed their chances of a result goodbye in the 2001 Rally of Canberra after just six stages. Engine failure put the duo out for the remainder of the event. Reid and Murphy were making their first appearance at Rally of Canberra and were hoping to complete the event to gain some experience on the ACT roads.

On Tuesday, Reid spoke of the different nature of the road surface and how he would drive with caution until he became more familiar with the level of grip in the road. One thing he was adamant about was the speed at which he would attack the famous "Mineshaft"....slow. Reid, noted for his flat out attack style, was truly in awe of this piece of road after seeing it for the first time on recce.

Despite their retirement from Rally of Canberra, at least part of Reid and Murphy's car continued in the event. Parts were leant to Yamaguchi and other Mitsubishi EVO VI contenders. Proving yet again that the camaraderie between rivals in Australian Rallying is alive and well.

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# COMING EVENTS

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

## CHANGES TO THE MOTORSPORT CALENDAR

As far as is known there are no changes of dates but there is one change of Organising Committee. The fourth and final round of the Australian Off Road Championship (which is also the fifth and final round of the Queensland Off Road Championship) was to have been run at Springfield on the weekend of the 20-21 October and organised by Nev Taylor.

It will now be run at Goondiwindi on this same date and will be organised by a consortium of Queensland clubs.

## GUEST SPEAKER AT CLUBROOMS

The next Guest Speaker Evening will be held at the Clubrooms on Wednesday 30 May. Start time is 8pm and the speaker will be Greg Carr.

Greg has competed in rallies from the mid 1970s to the late 1980s and has won many events in that time. He was the Australian Rally Champion in 1978, 1987 and 1989. One of his greatest achievements was when he beat Ari Vatanen by 40 seconds to win a Castrol International Rally in Canberra, both drivers being in Ford BDA Escorts.

Recently Greg has been involved with carrying out safety checks on a number of the bitumen Special Stage Rallies held in Australia, and ensuring that their Route Instructions are consistent and cautions are placed where necessary, etc.

Greg is an entertaining speaker, and this evening will be well worth attending.

## JIMNA OFFROAD EVENT

The third round of the 2001 Queensland (Long Course) Off Road Championship will be run on the weekend of the 9-10 June.

It will be run by SEQORRA and held at Pat Kennedys property at Jimna (approximately 13 km north of Jimna Township and well signposted). The weekend will consist of a number of runs over the short course track on the Saturday commencing at 1pm, the last run being after dark, followed by the main Long Course Event on the Sunday.

*For further information contact John Hammond on 38860352 or 0414-738666 (anytime).*

## MARQUE SPORTS CAR CLUB NIGHT RUN

The next round of the Interclub Night Run Series co-ordinated by the Marque Sports Car Club will be held on Friday 15 June.

The start time is 7.30pm and the start location is the K Mart Car Park at Cannon Hill.

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

## RALLY QUEENSLAND

This event is the third round of the Queensland Rally Championship and the second round of the Australian Rally Championship Super series. It will start at 8.30pm on Friday 15 June from Kings Beach Caloundra and finish at Imbil at approximately 1pm on Sunday 17 June.

There will be seventeen Special Stages with 201 km of Special Stages and a total distance of 590 km. The Noosa Hillclimb will be the first Special Stage on the Saturday morning, starting at 9am. Entries close on Friday 25 May.

*For further information about the event contact Errol Bailey on 37128200 (work) or 0419 727109 (anytime). Anyone wishing to volunteer as an Official should contact Esme at the Clubrooms.*

## TOURING ROAD EVENT

A Touring Road Event, the 'Fulcrum Suspension Coastal Challenge' will be run in conjunction with Rally Queensland.

It will start at Caloundra at 8.15am on Saturday 16 June. Competitors will have a run on the Noosa Hillclimb following the ARC vehicles. There will also be a couple of motorkhanas and a visit to Imbil.

Total distance is 320km. The event will finish with a barbeque at Caloundra at 4.30pm.

Any road-registered vehicle is eligible to enter including rally cars not competing in Rally Queensland.

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

# COMING EVENTS

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

## GYMPIE SHORT COURSE OFF ROAD EVENT

The Gympie Auto Sports Club is running a Multi Club Short Course Off Road Event on the weekend of the 23-24 June.

Competition will take place on both days and will include a run after dark on the Saturday night.

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

## IPSWICH AUTOCROSS

This event will be organised by the Ipswich West Moreton Auto Club on Sunday 24 June and is the second round of the 2001 Interclub Team Challenge, in which BSCC is planning to enter a team of five cars.

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

*For further information on this event please contact Don Power on 32021586(home).*

*Any BSCC members interested in being a member of the BSCC team should contact team co-ordinator Henry Ryman on 46340615(home) or leave a message with Esme at the Clubrooms.*

## GUEST SPEAKER AT CLUBROOMS

On Wednesday 27 June the Guest Speaker at the Clubrooms will be Jim Reddiex.

Jim has been involved in motor sport for many years. As a competitor he was extremely good in the endurance-type events such as London to Sydney, London to Munich, Around Australia rallies, and Australian Safaries.

Since retiring from competition Jim has been organising and helping on many events in Queensland and Interstate. He is also a former BSCC Club President.

Jim is another entertaining speaker, and many younger competitors should be able to learn a lot from what he has to say.

Start time is 8pm.

## HOLDEN SPORTING CAR CLUB NIGHT RUN

This event will be held on Friday 29 June commencing from Armstrong Holden in Ipswich Road Woolloongabba. Start time is 7.30pm.

*For further information contact Scott Doyle on 33670637(home).*

## BITUMENMOTORKHANA

It has been a long time since motorkhanas have been mentioned in Brisport, mainly because BSCC members do not appear to be interested in motorkhanas these days. However this motorkhana is different as it is a round of the 2001 Interclub Team Challenge in which BSCC hopes to enter a team.

Surely in a Club our size we should be able to find five motorkhana drivers. Cars may be shared between a number of drivers.

The motorkhana is being held at Queensland Raceway Willowbank on Sunday 8 July, and is being organised by the Holden Sporting Car Club.

*For further information about the event contact Scott Doyle on 33670637(home).*

*Any BSCC members interested in being a member of the BSCC team should contact team co-ordinator Henry Ryman on 46340615(home) or leave a message with Esme at the Clubrooms.*

## TOWNSVILLE RALLY

The fourth round of the Queensland Rally Championship will be held on the weekend of the 14-15 July. This event will also be the fifth and sixth rounds of the Philcomm Communications Clubman Rally Series (one round on each of the two days).

Good support of this event by rally crews from South East Queensland will help to ensure that the event is a success. There will be more information on this event in next months issue of Brisport, but at this stage keep the date free.

# Co-Drivers Rally School

Friday 8 June at 8pm

BSCC Clubrooms

206 Montague Road, West End

Learn how to write pace notes and control procedures.

Please bring note pad and pen

Teachers: Del Garbett and Iain Stewart

For enquiries and reservations  
please contact Del on 0417 649 020





## LIFE MEMBERSHIP FOR PETER WHALLEY

Peter became interested in motor sport at a very young age and became involved in the BSCC firstly as a member in 1973, joining the Board during the period the Club relocated from the Valley to our previous address at Reid Street in 1975. Peter was one of many who donated \$100 towards the purchase of that facility. His interests in motor sport are many and varied where he has competed in circuit sprints, hillclimbs, motorkhanas, night runs and historic rallies.

In the mid to late 70's Peter spent a considerable time as navigator to many top ranked rally drivers in Queensland, and competed in the famous Southern Cross Rally. During this period Peter was also a member of the MG Car Club and the QMROA - Queensland Motor Racing Officials Association. More recently Peter has consistently put his many talents towards the organisation of most events run by this Club going back to the early 90's. This involvement has seen him take on many roles in making these events enjoyable for our entrants. Not only is he an excellent organiser but a damn fine cook on events and here at the Club.

Coupled to his organisational skills is his extensive knowledge of our beloved 'bible', the CAMS Manual, so often used at events these days.

With his sporting knowledge and his dedication to the Board as Club Captain, Secretary and currently Vice President since 1996 Peter is a perfect example of the Club's desire to award its members with its highest Club Award - that of Life Member. Congratulations and thanks from BSCC to Peter Whalley.

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# RALLY OF CANBERRA

## Team Release

The weekend that was not to be. Round one of the Asian rally championship; Subaru Rally of Canberra was held on the 5<sup>th</sup> 6<sup>th</sup> and 7<sup>th</sup> of May, The Falken tyres rally team took two cars to compete; two Evolution 6 Lancers. The event had a great field with Thirteen teams making the trip from Japan, Italy, England and New Zealand. Steven Shephard and Dominic Corkeron in the first of the Falken cars started in position 17 and George and Del in car two, position 27. Rally of Canberra is a three-day event that starts and finishes at the Canberra Epic Sport Stadium where you see two cars run off against each other.

With competition levels being so high the pace was at the same standard, High. During day one a fellow Australian competitor had some troubles with his car, and ended up running 700 meters in front of Steve for 10 kilometres which cost Steve around 1 minute of road time, while being held up in the dust. This was to cost Steve time that could not be made up and around 3 positions in the results for the day. At the end of day one, Steve had moved up into 12<sup>th</sup> position outright and George a respectable 23<sup>rd</sup>. The format of the rally meant that where you finished was to be where you would start. The roads at Canberra were very rough and rutted, which is unusual for Canberra. We were having a great day on Saturday moving from 12<sup>th</sup> up into 8<sup>th</sup> position behind Ed Ordinski in the factory RALLI /// /// ART lancer, when disaster struck. While half way through the 2<sup>nd</sup> last stage of the day Steve was to lose third and fourth gears.

*"We were entering a fast left hand corner under brakes, we had just changed from 5<sup>th</sup> to 4<sup>th</sup> and while trying to select 3<sup>rd</sup>, we hit some ruts in the road and it looks like we broke the selector forks inside the box. As the car hit the ruts with me trying to select a gear it would of put a lot of load on the box. I was very disappointed as at this stage we were second privateer on the road, and in the field of this standard I think its is great."*

George was to also have problems on day two, on the last stage of the day a fan blade was to come of the fan and enter the radiator. We have at this stage found no reason for the fault. The event was to be won by Possum Bourne in his Subaru World Rally car. Our next event will be the FALKEN Tyres Rally of Queensland on the 16<sup>th</sup> and 17<sup>th</sup> of June.

---

## Car 10 - Notes from Gladstone....

### Team Release

Well, Car 10 (Allan Griffin / Brad Smith) had a great time in old Gladstone town. After the long trek up, the team settled into our luxury accommodation (!!!) ready for scrutineering and the Media Stage on the Saturday. Full marks must go to the Central Queensland Club for putting on such a brilliant event; with particular praise deserved for the tireless work of Terry Scott and his team. The Media Stage was a bit of fun, and allowed a good view of all the stage. Though there was no 'Official' timing; stop watches were popular items on Saturday afternoon!

Alan commented that this was one of the best rallies that he had ever done. The roads were stunning and the atmosphere relaxed and enjoyable with mutual respect shown for entrants efforts to get to the event. Competitors commented most favourably on the event, with the smooth and fast shire roads attracting most comment. Many great efforts were made, and with notable gutsy efforts from both Toa Cooper and Luke Mott, but unfortunately the DNF bug got them both this time.

So what about car 10? With the Silverstone-shod Repco Stanza ready, willing and able (thanks to the assistance of the local Repco store and NETA Tyre and Auto; the miserable run of DNF's for six months was about to change. With Brad Smith's joining as navigator / co-ordinator, Allan has been freed up to focus on car preparation. Brad had never navigated before and this was his learning event (and a learning experience it was!). The day in a nutshell:

Stage 1	XXth	Drove like a !!@#\$\$!!@!
Stage 2	6th	No drama's, over-slowed for rocky stretch due to the scarcity of pre-loved tyres
Stage 3	8th	Crew confusion at the start had them leave the startline 15 seconds after the clock was ticking over (you win some, you lose some!). This stage was a real blinder; though times didn't reflect this due the start delay
Stage 4	6th	40 km of awesome road with jumps imported from Jyvyskala at three-quarter distance. The tyres were so tired by half distance that a soft rear was suspected (or was that just the driver?). Time was lost through a fairly big spin and a minor off (yes, that was car 10 doing the donuts!).
Stage 5	4th	A side to side tyre swap on the rears had the sharp edge working now in the teams favour (the 555 team do it all the time, don't they?)
Stage 6	7th	No more sharp edges left, and probably not worth stealing from the opposition.
Stage 7	7th	What difference do tyres make anyway? Just going for the jugular (WJs) and getting away with murder until an unannounced (the navigator put both hands up as guilty!) junction has Allan wrongly lining up a Landcruiser and opting for the scenery as a cheaper alternative. The resultant extraction and shaken nerves gave a reduced pace until stage end.

The team would like to thank its support crew and help from both Repco and NETA Tyre and Auto; and are looking forward to the next run at the KCF Short Course Rally at Jimna in July.



# Coastal Classic

Caloundra - Noosa - Imbil - Caloundra



**Saturday 16 June 2001**

Proudly promoted by the Brisbane Sporting Car Club



Fulcrum Suspensions, a long time supporter of motor sport in Queensland have come on board as the naming sponsor for the 2001 Coastal Classic. The second Touring Road Event to be run by BSCC this year, the FULCRUM SUSPENSIONS COASTAL CLASSIC will be run on the 16th of June, in conjunction with FALKEN TYRES RALLY QUEENSLAND. An all bitumen, navigation event, the Classic will include a timed run up the Noosa Hill Climb, and several motorkhanas.

The aim is to get all competitors around the course, and the instructions have been prepared with this in mind. Instructions may include tulip diagrams, map trace, map features, grid references and herringbone charts. The lunch break will be held at Imbil, the forest hub of the Falken Tyres Rally Queensland. A grass Motorkhana will be held at the start of the afternoon section.

The event will finish at approximately 4.30pm at Caloundra with a BBQ.

An information night and navigation school will be held at the Clubrooms at 8pm on Wednesday, 6 June.

Contact Esme at the club rooms (07 3846 0233) for supp regs and entry details.

## Full-On Rallysport Power To Strong Result In Gladstone

Team Release

The Full-On Rallysport team of Bruce Fullerton and Hugh Reardon-Smith ventured up to Gladstone for the second round of the Queensland Rally Championship, the Country Plaza International Motel Rally, and came away pleased with a strong second place.

"The rally was held over some awesome roads, both shire and forestry, which were very smooth and very fast," explained Hugh. "The longest stage of the rally, 40.3kms, was won by local driver Paul Andrews at an average speed of 119 km/hr, and the rally winners, Tristan and Andrew Carrigan, won at an average speed of 93 km/hr over the 155 kms of stages!"

The Full-On Rallysport Subaru WRX performed strongly all day with the only problems being a damaged brake disc and the abundance of cattle.

"As we were running at car 1 about 10 minutes behind the zero cars, the cattle had strayed back onto the track on a few stages and caused us a few moments" said Bruce. "On stage 5 we met a small herd on the downhill side over a blind crest, and how we avoided them I really don't know. I kept thinking of how much damage a single steer did to John Goasdoue's car in last year's Queensland ARC and maybe that helped us pull up!"

The new WRX, on only its second event, ran strongly, and Bruce and Hugh praised the preparation by Peter Carruthers, the team's service crew chief, for producing a car so reliable straight away.

"We pushed reasonably hard for this rally, with the aim of not taking risks and gaining points, and with our second outright and first in class, we achieved that. The only risky part was pushing on through the cattle areas," said Hugh.

The team, sponsored by Syngenta Crop Protection, Pioneer Seeds, Morris Lubricants, Oxenford Panel Works and Hella, now plan to carry out some development work before Rally Queensland, which there hasn't been time to complete so far.

"We are looking forward to hopefully a trouble free run around Imbil this year," said Hugh. "And with good pace notes from previous events, we hope to capitalise and be right on the pace." The only real change in the team for Rally Queensland will be in the appearance of the co-driver, Hugh Reardon-Smith, who on 11 May lost his trademark beard as well as hair in the Leukaemia Foundation fundraiser and any donations will be gratefully received.



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# Eventful Rally Of Canberra For Atkinson Racing

Team Release

Atkinson Racing went to Rally of Canberra with the soul aim of gaining experience. The team was jumping in the deep end with it being only Chris Atkinson's (Driver) second full-length rally, after taking up the sport at the start of this year. But it was important to have the experience of a 3-day pace noted event.

With two days of pace noting on a wide variety of challenging and enjoyable roads, Rally of Canberra is an excellent event to gain pace noting experience. The Team would like to thank Iain Stewart and Del Garbett for their advise and assistance with pace notes both prior and during the event.

When racing got underway of Friday the Team experienced their first major low of rallying, blowing a tyre in the first stage on a fast rough downhill section. With the tyre instantly deflating the car hit a rock destroying the rim and damaging the rear suspension. After changing the wheel and loosing a little over 2 minutes on the stage, the team continued with a very poor handling car but still managed to set times in the top 20 for the rest of the day.

Day 2 and with the damage to the rear suspension the Team had to replace the rear struts, Jamie Drummond from Drummond Motorsport Shock Absorbers had the new suspension ready for us in the morning. Unfortunately a bent control arm caused the struts to push against the brakes. This inevitably lead to brake failure on Stage 1 Mineshaft, the team decided withdraw from the Rally and to fix the problem and get a full day of rallying on Day 3. Thanks to Stewart Reid RallySport, The Falken Tyres Rally Team, Frank Neale's Rallyequip and our service crew, for making it possible to have the car ready for Day 3.

Day 3 was two stages in the Kowan Forest both run twice, followed by EPIC to finish the rally. Despite the very limited experience and with Chris only just beginning to gain confidence on pace notes on the last two runs, the team managed 8th Group N and 12th outright on the day. This placed them around and in front of many teams with years of experience and is a good sign of things to come in the future.

With Chris Atkinson (Driver) being only 21 years old and Ben Atkinson (Co-Driver) 23 years old, the experiences of the past week from the highs and lows, could not have been any better for the young team.

After the experience gained in Canberra, the team the are now looking forward to tackling the Falken Tyres Rally of Queensland on June 16th and 17th to gain more invaluable experience. Although this can be called Atkinson Racing's home event, Chris and Ben have now spent more time on the dirt roads of Canberra than Queensland.



## Touring Road Rallies 2001

Members of all car clubs are invited to participate in a series of Touring Road Rallies being run and promoted by the **Brisbane Sporting Car Club (BSCC)** in 2001. Touring Road Rallies / Events are a form of motorsport conducted on sealed public roads where the skill of both drivers and navigators are tested. As car performance is not a critical item, the events are suited to standard road cars (any age or type), and particularly classic or marque cars. Recently run as Historic Rallies, the Touring Road Rally recognises that not all competitors have access to an older vehicle; hence the chance to run any road registered car. Events are normally run over bitumen roads for one or two days. Route instruction can vary depending on the complexity of the event; night run type instructions (1<sup>st</sup> L, 2<sup>nd</sup> R etc), rally route chart, tulips, herringbones, traces and map plots may be used. Special tests to test car and crew may be run on closed or public roads. A CAMS level two license is required for competitors in Touring Road rallies. Entry fees per event are around \$ 70 - \$ 80, for approximately 350km of enjoyable and challenging roads. Compared with other forms of motorsport, this represents excellent \$ / km value.

### 2001 Calender

INFORMATION AND BRIEFING NIGHT for the COASTAL CLASSIC

#### Wednesday June 6<sup>th</sup>

Starting at 8.00pm at BSCC club rooms. Sessions on car and crew preparation, instructions and timing will be conducted.

### TOURING ROAD RALLIES

June 16<sup>th</sup> COASTAL CLASSIC held in conjunction with Rally Queensland. Starting at Caloundra, the Road Event will include a run up the Noosa Hillclimb, several motorkhanas and a lunch break at Imbil, before finishing back at Caloundra.

August 18<sup>th</sup> Touring Road rally in conjunction with the Leyburn Sprints. A significantly different route is proposed for this year

October 20<sup>th</sup> Starting south of Brisbane, this event will use roads in Qld and NSW before finishing at the Wallangarra Centenary of Federation celebrations. Several special tests are proposed.

For further information, or to be included on the Touring Road Event mailing list, contact: Esme at BSCC 07 3846 0233(BH)

### DO YOU KNOW THE ANSWER TO THIS?

Rallying is not a high profile sport when compared with some of the other more popular sports. Many club members would therefore be surprised to know that there is a street in Australia that is named after a rally driver (There is at least one. There may even be others).

Anybody who thinks that they know the name of the rally driver and the town in which the street is situated should contact the Club by phone, Fax or email.

The correct answer will be given in next months issue of Brisport.

P.S. Fullerton Street in Red Hill is NOT the correct answer!

The Brisbane Sporting Car Club conducted the first round of the 2001 Australian Offroad Championship at Swanbank over the weekend of 21<sup>st</sup> and 22<sup>nd</sup> of April at Swanbank. The event was also the second round of the 2001 Queensland Long Course Championship.



Wayne Bannon

A small field of forty five starters contested the event. Unfortunately the low entry has followed the recent trend in the decline of entries for National events. While the field was small it did include a quality entry of the top cars from around the country

The Swanbank course was modified from the one run in previous years due to access not being available to a number of areas used previously. The track is a true offroad course with a mixture of challenging terrain and fast road sections.

The event was run in two section of four laps each of the 35 km course.

The starting order was determined by the Saturday Prologue. The fastest time was set by Glen Owen – Car 123 (5m41.4s) from last year's National Champion Terry Rose- Car 121 (5m48.5s) and Wayne Bannon – Car 912 (5m54.2s) while Doug McMillan – Car 902 rounded out the top five. This was to set the scene for some close racing on the Sunday.



Colin Hunter

by the Saturday Prologue. Owen – Car 123 (5m41.4s) Champion Terry Rose- Car 121 (5m48.5s) while Doug McMillan – Car 902 rounded out the top five. This was to set the scene for some close racing on the Sunday.



Joe Bulmer

When the flag dropped on the start of section 1 on Sunday morning the contest was on in earnest. The attrition began early with Owen and Steve Willett – Car 299 out in the first lap having rolled their cars. Brad Zacka – Car 150 also rolled just after the start but was able to continue. By the end of the section only nineteen competitors had completed the four laps within the time limit allowed. Rose joined the retirees with gearbox problem while Colin Hunter – Car 702 who was leading the class had front end problems in the 4<sup>th</sup> lap.

Bannon had taken the lead from Burrows and Laurie Svenson – Car 144. Michael Napier – Car 245 was leading the class from Matthew Owen – Car 245 while in Class 3 Andrew McKay – Car 388 was the only finisher. Keven Hufschmid – Car 401 was setting the pace from Craig Headley -Car 403. Class 5 saw no finishers while the battle in class 7 was won by Geoff Pickering - Car 710. There were no finishers in Class 8 while McMillan followed Bannon in Class 9.



Keven Hufschmid

Thirty one competitors started nineteen completing the four only fourteen cars had distance. Bannon retained his 4hrs15m10sec from Svenson (4:32:08). Joe Bulmer – Car 126 and Burrows completed the top five. (Results published in the Magazine)

Section 2 again with four laps. At the end of the day completed the total race lead to finish first in (4:26:10) and McMillan



Laurie Svenson

The event proved to be a tough one not only for competitors but also the organising committee. In closing I would like to thank our sponsor "Quick



Brett Currie

## NASH ROUNDABOUT TOURS – 1993

by Tom Smith

Hi folks, I may have told this story before but I'm desperate to give our editor something for the pages of Brisport, so bear with me...

One of the clubs best-known celebrities is none other than David Nash, a multi-skilled individual if ever there was one and well qualified for a number of things. Besides running his 'Nash Glass and Aluminum' business and helping out in rallies all over the place, he has been a service crew member and supporter of many other famous Brisbane competitors including Richard Anderson, John Goasdoue and John Spencer. Nashy is a born organiser and this claim is justified by the various 'Nash Round-a-bout Tours' he has put together over the years.

My personal involvement in these adventures is a bit limited but in 1993, we had a trip to remember. That was the year of the London-to-Sydney Marathon Rally and Richard Anderson had entered his Alfa Giulia Super with Mike Ryan in the left hand seat. As some would know that event actually brought the field into a fairly civilised part of Australia and through the border of NSW/Victoria before cutting over to Canberra and on to the big finish in Sydney. Nashy thought it would be appropriate if a group of friends and followers went down to see the action and root for our friends. The preliminary discussions were fairly well put. "Do you want to come? Throw \$x into the kitty and be at my place. I'll do the rest...." How could anyone refuse that offer??

There were four of us to travel, plus Nashy who would be chief strategist, purchasing officer, cook and general man-in-charge. Greg Wright, John Goasdoue, Alan Bates and myself arrived at the Nash ranch at Beaudesert at the allotted hour to find a hot meal waiting for us before jumping into the Nash Toyota troop-carrier which was laden down with all sorts of goodies. We were also to catch up with a second car, the Mazda MX6 of Fred and Mark Thompson with Rod Browning aboard. An all-night drive found us at a highway rest-stop the next morning where Nashy proceeded to unpack the best camp supplies the world has seen.

He put on the apron, and with the roadside barbecue roaring cooked us the best breakfast we had been treated to for a long time. Back on the road after that and we were bound for Wangaratta near the southern border of NSW. From memory I think it was during that leg of the trip that we had a problem with a noise in the drivetrain of the big Toyota. It seemed to happen when the car was driving forwards in gear (which was most of the time) and the combined diagnosis was that the rear diff was f#\*&ed. We pressed on, laughing and never at any stage scared that the thing was going to fail – youthful confidence is a wonderful thing. Eventually, after a lunch stop (I think), we arrived at Wang (the local term) and found the local Toyota dealer. At that time the Toyota dealer was heavily into sponsoring local driver Bruce Robertson who ran an immaculate GT4. With the big troopie up on the hoist, a quick diagnosis revealed that the rear diff was in fact, cactus.

Who needs a Toyota mechanic??? With none in stock, of course, we decided that we would create the worlds first troop-carrier frontie and by removing the driveshaft, had a car that did everything it needed to. After booking in a local motel – by the way it was very cold – we showered up to get some warmth into our depleted bodies and planned to be at the stage where we would find Richard. Reports which came through up to that point in time suggested all was going pretty well for the Alfa crew. It was dusk as the first cars came through including Francis Tuthill in his Porsche – a lovely man who was happy to chat with the spectators. Richard and Mike arrived with a crushed roof and no windscreen – as Homer Simpson would say, "DOHHHHH!" Apparently there had been a small rollover that afternoon, but nothing enough to stop the car. Making sure they had some goggles we arranged to meet at Bruce Robertson's pace after the last stage for the service period. With some bits which had arrived from Brisbane and a number of willing workers we proceeded to get stuck into repairs. Somehow, someone in Wangaratta knew where there was a Guila Super in someone's back yard, and apart from one crack the windscreen was okay..... Bizarre but true, we had a screen to put back into the car. Some panel beating went on and I was accused of hitting the roof panel too hard with my ball-pein. I suppose I could have, and Goasdoue reminds me of this action to this day.

The next day, we followed the rally over towards Canberra and reached a point where we had to travel east. The roads showed main highways to the north and south but a secondary road going through a big area of bush and forest – it looked like a powerline maintenance road or something. In the spirit of adventure we took that road in the 2wd, frontie Troop-carrier and after some laughing and convincing ourselves we were heading in the right direction, the strangest thing happened.

We found Canberra! (Somehow after that trip we found out that the road was in fact an access road for the electricity authority, but it had been officially closed!!!???) We caught up with the cars and crews, enjoyed pizza and beer and found another warm motel. The next day, we saw some action on the great roads close to Canberra including Roger Clark in his BDA Escort (WOW!), before deciding we had to head home to Brissy instead of going over to Sydney. The trip back was just as exciting with Nashy cooking for us at lunch and brekky stops. I seem to recall we had sufficient light beer for the passengers to enjoy a tippie in the back but, the urge to answer the call of nature was getting stronger and stronger. Johnny G was driving at the time and promised that a servo was coming up. Eventually it simply could not wait and when he pulled over, both AB and myself exited via the back doors – except that Troopies don't have back doors!! We emerged from the side windows and found our trees..... Back in the car feeling good, we rounded the next bed – and found a servo – "DOHHHHHHHHH!!, again"

The front-wheel drive troopie kept us going faultlessly all the way to Beaudesert and we arrived late on the Sunday night, ready to start work on the Monday morning. I don't remember exactly, but I think we covered about 4000 kilometres in three days.

It was a legendary tour and a piece of motoring history to see the excitement of the London-to-Sydney Rally. By the way, Richard and Mike finished in eleventh place which was a brilliant result. Nashy has recently threatened to seek takers for another 'Roundabout Tour' and I'm getting sorely tempted. There's lots of events which could be attended in a couple of days – if you have the right organiser.

# 2001 Interclub Challenge

By Marc Zande

Saturday 12 May saw the first round of the Inter-club Challenge Series, held at the Performance Driver Training Centre at Norwell. Six clubs entered teams, SPARC, BSCC, GCTMC, HSCCQ, IWMAC and MCCQ with the field ranging from Minis to V8 Fords, WRXs to Clubmans. Many of us were a little eager, finding ourselves waiting at the front gates on a rather 'crisp' morning. Scrutineering seemed to take forever, with a 51-strong field of entries for the day, most of whom opted for the practice session in the morning as well as the event proper. By about 8:30AM and after the driver's briefing, cars were let loose on the skidpan and the track. For all of the BSCC team, this was the first time any of us have seen this track and I think we all agreed that it was a fun bit of tarmac.

It was about this time that some of us were reminded that we were to 'keep of the grass' although this warning seemed to be forgotten by most competitors by the afternoon, many finding the infield being the fastest line through the flying finish. By 4:00PM, the infield was certainly ready for crop planting!

At about 11:00AM, the practice session was over and the competitors were marshalled into an ad-hoc starting order on the skidpan area. We were again warned not to do burnouts at the start and the officials attempted to enforce this by making the start a 90° turn, a point seemingly lost on a few who managed to make very smokey exits from the control.

The first few runs proved interesting with many competitors running wide AFTER the timing marker and doing a little off-roading. The problem was that the end of the stage was in fact on a tightening left and of course competitors were still flat through the markers. The officials decided to move the timing markers a little further along, in the vein hope that drivers would back off before the corner... this was not to be with cars now exiting the tarmac a little further along the corner. BSCC member Harry Doling, probably presented the most spectacular finish, already well sideways before he got anywhere near the finish, and taking the timing markers with him as he exited the tarmac in a blaze of smoke, dust and revs. This was, however, the Class C winning run, and won in style it was.

The challenge thrown down, I was not about to dissappoint and on my very next run, I managed to continue on from the back straight where I really should have turned right. For those who have not been in this section of the outfield, please be warned there is a yump there that makes for a very airborne car. I was also aiming to please with my own big spin after the finish, albeit largely on the tarmac and complemented with plumes of tyre smoke. Thankfully, the other BSCC team members kept their heads (while they were in sight) and maintained a steady pace, chalking up good times all day long. Simon Knowles, Darren Kurzuc and Peter Turner, along with Harry and myself, flew the flag and managed a not too shabby 2nd place for the club in this, the first round. We were up against some stiff competition and I am very happy with the result and looking forward to the Willowbank Autocross on June 24.

Congratulations to my fellow team members on a job well done and a special congratulations to Harry with the Class C win.

(photos are available online at <http://marc.dairally.net/team1>)





# Classifieds

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**SAAS fixed back seats** x 2. Good condition. \$350.00 the pair.

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**WRX rear diff** complete axles, hubs and breaks, 4.4:1 ratio, mechanical LSD. Done 2,500 km. Make an offer.

Version 5 STi instrument cluster. \$175.00  
*Contact Jason Walk 0415 571 545.*

## **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*

## **Mitsubishi LA Lancer**

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## **Toyota Sprinter**

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## **Toyota Sprinter Parts**

5 speed gear box (alloy cased) VGC \$350; 5 speed gear box (complete but currently disassembled) \$150  
Genuine TRD LSD (including spare clutch plates, etc. \$1800; 5.1 crown wheel and pinion (requires mod to fit Sprinter) \$100; 4.1 diff ratio \$100  
Spool Diff (CNC machined) \$100  
Factory alloy wheels (13" set of 4) incl centre trims \$350; Front Struts (1 pr) complete with discs/calipers \$150  
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Air con system \$300; Bilstein Rear shoes (1 pr) used \$80; Steering arms (factory quick rack version; not cut and welded \$150; Steering rack \$100; Lower control arms (1 pr) rose jointed \$120; Performance cam shafts (1 pr) Tighe Engineering \$250  
Axles (2 only) heavy duty twin cam with heavy duty bearings \$200 each  
Many other parts too numerous to mention.

Cibie Turini Driving lights (spread beams) (2 only) \$180 a pair; GME Electraphone UHF radio (40 channel) \$250; Willans 3' 6 point harness (aviation buckle type) 2 events old, FIA compliant until 2005 \$350  
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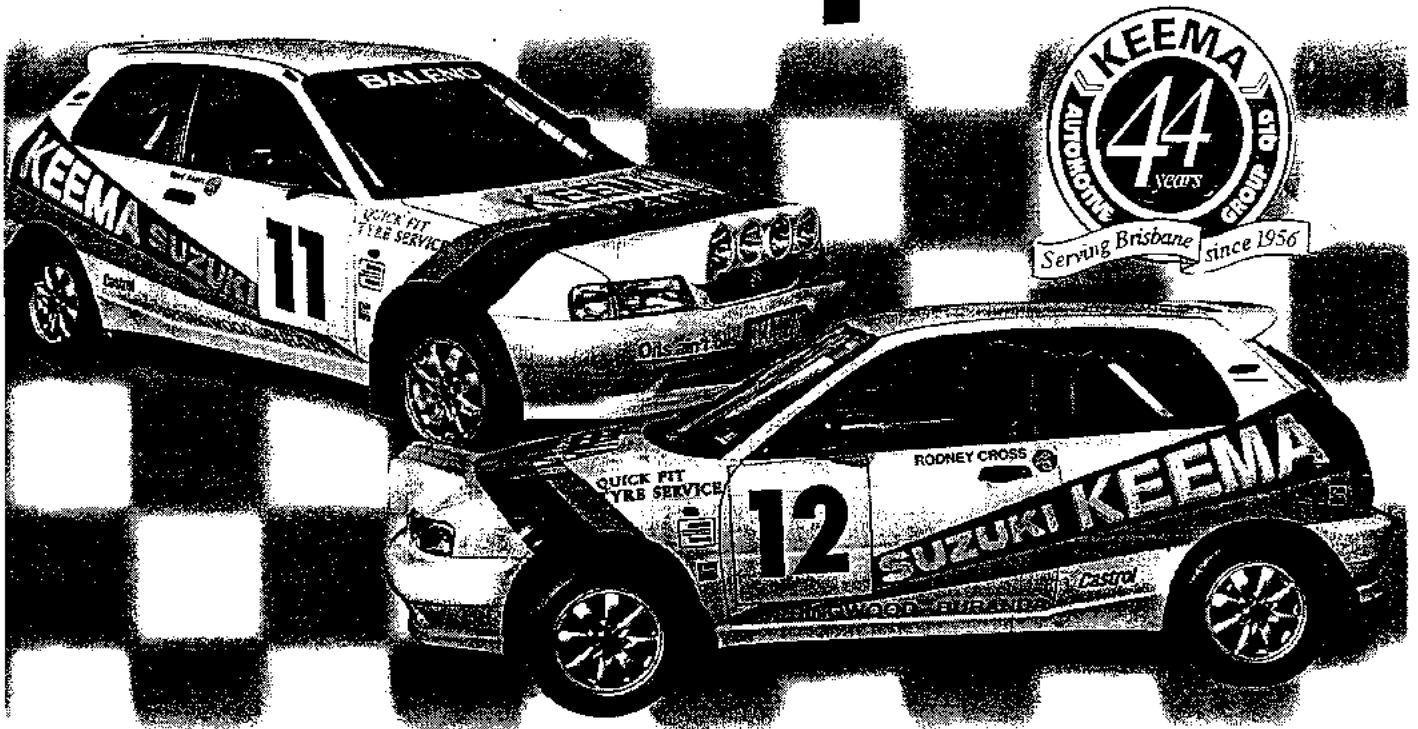
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