

BRISPORT

THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB.

WEST END. PHONE 3846 0233.



July 2001 Newsletter

The Queensland ARC was another successful event for the Brisbane Sporting Car Club.

With reports from the Channel 10 team suggesting the Media Day was the best organised so far to the cross from the Imbil Showgrounds to their RPM Show on Sunday afternoon the days of the event were a masterstroke for the organising team and the 500 or so volunteers. The Kings Beach start on Friday evening was a sea of people as they mingled with the competitors and enjoyed a Wine Evening sponsored by the Caloundra Chamber of Commerce. Comments heard suggested that from the Chambers point of view the evening was a huge success.

More reports on the ARC and upcoming events in this edition of Brisport.

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PRESIDENT'S PIECE

BY CRAIG PORTER

What a successful event this years Australian Rally Championship became. With reports from the Channel 10 team suggesting the Media Day was the best organised so far to the cross from the Imbil Showgrounds to their RPM Show at 1.40pm on Sunday afternoon the days of the event were a masterstroke for the organising team and the 500 or so volunteers. The Kings Beach start on Friday evening was a sea of people as they mingled with the competitors and enjoyed a Wine Evening sponsored by the Caloundra Chamber of Commerce. Comments heard suggested that from the Chambers point of view the evening was a huge success.

With perfect weather for competition the Imbil Showgrounds resembled a very busy anthill from 10.00am with competitors having completed the now famous Hella Lights Noosa Hillclimb stage. I must say how appreciative we are that Hella joined us again in sponsoring this now famous competitive stage of our event. Throughout the weekend competitors enjoyed the event with strong support from Imbil Residents and of course the many Volunteers who so ably supported our Club in running the event. A very special Thankyou to Errol Bailey and his team who over the last twelve months have agonised for hours over the format

and execution of this very successful event . In trying something new this year Andrew Owen ran the Fulcrum Suspensions Coastal Classic with twenty two very enthusiastic teams following in the footsteps of the ARC Competitors to Noosa and then on th Imbil showgrounds. Again another very successful event well organised and well run.

The next event on the Calendar is the KCF Short Course Rally to be held in the forests of Jimna on the 28th of July, we look forward to your participation on that event.

Over the next few weeks the building that we occupy will be externally painted with plumbing repairs and electrical works underway. That will be immediately followed by the final touches to our Clubrooms final paintwork and repairs to toilets and kitchen areas.

See you all in the forest

Craig Porter
President

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

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		Jamie Macfarlane	3272 2020



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Clubman Corner

The bearmobile remained in the garage for the running of the Queensland leg of the ARC. Instead we paid our dues and assisted the army of volunteers who help make such an event possible. It was heartening to see that quite a contingent of clubman competitors who were not running in the rally pitched in to help out in the 'engine room' of the event.

Several regular competitors did run the ARC and acquitted themselves very well. Wayne Johnston drove his Datsun 1600 in his familiar very quick yet controlled manner. Wayne's smooth driving was rewarded with taking out Formula 2. Congratulations Wayne!

The courage of midfield and tail end runners was definitely tested over the course of the weekend by the talcum-like dust that seemed to hang in the air for an eternity. By midafternoon on Saturday the wind had died off in the forest, and as each car passed our checkpoint, the veil of dust just got thicker and thicker. As dusk approached it was just like pea soup fog. From our vantage point right beside the track, we struggled to make out the door numbers on some of the cars!

The Carrigan juggonaut unfortunately suffered a hiccup, retiring on SS15, but no doubt they'll bounce back next year. These talented kids looked very slick out in the forest.

This month's 'Golden Paw' award would have to go to Viv Gees. I would love to see this guy in a well-supported current model Aussie Car. What an awesome sight it was, seeing Viv stuffing possibly the most unlikely rally car you would ever see through narrow forest tracks, with deftness that defies description. His XA two door; a 30 year old gargantuan; lurched, creaked and howled its tyres in protest, as Viv threaded it between the trees.



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 Fax: 07 3808 6387



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Dave Gaines was putting on his customary spectacular, sideways-style of rally driving. His 240K sounded very sweet as it blasted through the forest. Dave definitely put some sting into the tail of the field!

The quiet achievers in the field would have to be the two Marks in car 67 in their little yellow rwd 323. Right at the back of the field, they would have been suffering the very worst of the conditions. They not only finished, a feat in itself, but in what was most likely the lowest horsepower car in the whole event, they consistently put in very credible times. Well done!

For most of us the KCF will be our next outing. Jimna is always a great event, and a perfect opportunity to hone our pace noting skills.

It was excellent news to hear that the ICET rally has been rescheduled for October. Really looking forward to getting into Beerburrum again.

Whilst I haven't confirmed it yet, the current scuttlebutt is that avgas is getting the gong as of January next year. If this is the case it will definitely have an impact on may clubman competitors. I will keep you informed on what options we have available, once I have confirmed the report. Anyone currently building an engine may want to pursue this, as decisions on compression ratios may have to be reassessed.

Well, not much more to report. I would just like to congratulate the Clubman competitors who made the considerable effort, and no doubt sacrifices, to participate in the ARC Round, and also those who helped out manning roadblocks, marshalling, etc. By putting something back into our sport, no doubt you have lightened the load of the team who put in their time so we can enjoy the sport. Looking forward to seeing you at Jimna.

Remember; keep it upright and out of the habitat.

The Bear

Supercar sale opens up ralliesprint opportunities

Next month's Gold Coast Tourist Trophy Rallysprint series is wide open after the news that the Ultima Supercar has been sold and a replacement is unlikely to be completed to racing standard in time to compete. The Ultima won the Gold Coast Tourist Trophy Summer Rallysprint earlier this year and was hot favourite for the two day series in August. The Queensland Supercar manufacturers on the Gold Coast now hope to have a road-going version completed to display standard for the Concours/Show'n'Shine being organised to coincide with the series. The recently-released Quad Cam V8 Bullet Roadster, also built in Queensland, has been confirmed for the Concours – and should prove to be a showstopper. Among the first entries to be received for the Rallysprint series are those of Beric Lynton, who having just sold the ultra quick and reliable BMW M3R that he drove to second place in the Gold Coast Tourist Trophy Summer Rallysprint will be driving an exciting replacement.

Another one to watch, now living in Beaudesert and driving a true Australian classic is Geoff Ogilvie in his immaculate Leyland P76 Targa Florio Rallye. Geoff is vastly experienced in tarmac events having competed internationally for a number of years. Dennis Baker's 1979 Commodore, one of 20 built by HDT for the 1979 Repco Round Australia is believed to be one of only three remaining in Australia. This vehicle is rumored to have received more power since February's event. The Ford Escort battle is expected to be close and spectacular with Phil Eather – winner of class and best presented honours at Classic Adelaide in his Mk1 1600 BDA - being kept honest by Mike Page and Wayne Reed in their 2 litre SOHC Mk2 cars. Darren Kurzok is the first to fly the flag for the Datsun brigade driving the potent Steel Line Garage doors H510 1800 SSS with his father Bob in the Navigators seat.

Scrutineering and Documentation for the Rallysprint series will be held on the Gold Coast on the evening of Wednesday August 8 from 6pm at Bruce Lynton BMW, 82-84 Nerang Street, Southport. Out of town competitors, and those staying at the events base are being offered the opportunity to complete these formalities on Friday evening the 10th of August at The Paradise Island Resort situated on Paradise Island just off the northbound Gold Coast Highway in the heart of Surfers Paradise. On Thursday the 9th of August the Concours and Show "n" Shine competition will be held undercover at the Paradise Island Resort from 6pm until 8pm and offers an excellent opportunity to check out a number of the competition vehicles and catch up with some of the drivers and team members.

Bar and restaurant facilities will also be available. Round one of the Rallysprint Series will be held at Beaudesert on Saturday the 11th of August and will be based at a central service park situated at the Henry Franklin Family Park on Mundoolun Connection Road which runs from Canungra to the Beaudesert – Beenleigh road. The Biddaddaba and Districts Rural Fire Brigade will be supplying food and drinks for fund raising; spectator information will be available from 9am. The second round of this exciting event will be held on the Gold Coast the following day, Sunday the 12th of August from 9am. The event's base and central service area will be at Woongoolba Primary School whose Parent & Child committee will be supplying food and drinks for fund raising. The school is located on the Stapylton – Jacobs Well Road, accessible from the Gold Coast via the Kingsholme / Ormeau Pacific Highway exit.

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COMING EVENTS

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

MOTOR SPORT CALENDAR UPDATE

There have been no changes to the dates of BSCC events listed in the June issue of Brisport.

Dates for major National and State events are as listed below:

Australian Rally Championship Super Series

Round 4 Saxon Safari Tasmania 4-5 August
Round 5 Rally of Melbourne 1-2 September

Australian Rally Manufacturers Championship

The two dates listed above plus

Telstra Rally Australia 1-4 November
which is also Round 13 of the World Rally Championship

Queensland Rally Championship

Round 5 Keema Classic Gallangowan 1 December

Queensland Clubman Rally Series

Round 7 KCF Short Course 2 28 July
Round 8 Bailey Powerlines Rally 15 September
Round 3 ICET Group Forest Rally 13 October
Round 9 KCF Short Course 3 10 November
Round 10 Keema Classic Gallangowan 1 December

Australian Off Road Championship

Round 3 Mildura 1-2 September
Round 4 Goondiwindi 20-21 October

Queensland (Long Course) Off Road Championship

Round 4 German Autos Enduro Gatton 11-12 August
Round 5 Goondiwindi 20-21 October

Queensland (Short Course) Off Road Drivers Series

Round 3 Aust All Rally Group Echo Valley
22-23 September
Round 4 SEQORRA Jimna 17-18 November

KCF SHORT RALLY

The second round of the KCF Rallysport Short Course Rally Series (also the seventh round of the Philcomm Communications Clubman Rally Series and the fourth round of the Falken Tyres Gemini Challenge) will be held on Saturday 28 July. As with previous rounds of this series, the event will again be held at Jimna, with the Jimna Sports Club again doing the catering.

Reconnaissance will commence at 9.30am with crews have two reconnaissance runs in which they can pace-note the course which will consist of two Special Stages.

The Special Stages will commence at 12 noon (not 1pm as in previous events). Competitors will have three timed runs of each Special Stage.

Because of the smaller amount of daylight the Special Stages will be shorter than those for Round 1 of the Series, and it is hoped that the first car will finish before 5pm and all cars will finish before dark.

Once again the event has been sponsored by Keith Fackrell of KCF Rallysport at Kippa Ring.

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

HOLDEN SPORTING CAR CLUB KHANACROSS

The Holden Sporting Car Club is organising a Khanacross for Sunday 29 July. The venue is Colebard Street West at Archerfield (near the Kart track).

Scrutineering is from 8.30am, drivers briefing at 9.45am and competition commencing at 10am.

For further information contact Scott Doyle on 0411 124808 (anytime).

HOLDEN SPORTING CAR CLUB NIGHT RUN

The Holden Sporting Car Club will be running their next Night Run on Friday 3 August.

This event will start from Armstrong Holden in Ipswich Road Woolloongabba.

For further information contact Scott Doyle on 0411 124808 (anytime).

NORWELL KHANACROSS

Advice has been received from the Gold Coast Tweed Motorsporting Club that their Autocross planned for Sunday 5 August has had to be postponed due to unavailability of the track.

It is planned to re-run this event later in the year.

TOURING ROAD EVENT INFORMATION NIGHT

The BSCC will be conducting an Information Evening for competitors in Touring Road Events (formally known as Historic Rallies) on Wednesday 8 August. This will be held at the clubrooms in Montague Road West End commencing

COMING EVENTS

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

at 8pm.

The different types of Route Instructions to be found on these events will be explained. The evening is mainly aimed at competitors in the Leyburn Road Rally, but anybody is welcome to attend.

GERMAN AUTOS ENDURO

The Club is organising their annual Long Course Off Road Event at Gatton on the weekend of the 11-12 August. Once again this event will be sponsored by former Club President Laurie Svenson and his business German Autos (Laurie will also be trying to win this event after having to retire after losing a wheel last year).

Scrutineering will start at 2.30pm on the Saturday with reconnaissance from 4pm. The Prologue will start at 8.30am on the Sunday with the main event starting at 10am. This will be 150 km in length consisting of six laps of a 25 km course.

The event is held on private property between Gatton and Esk. The local landowners have generously given this event their support for many years and have let the Club use their land.

For further information contact Rod Sams on 33459075 (home).

Officials are also needed to help with the running of this event. Anyone wishing to help should contact Rod at the number above or Esme at the Clubrooms.

GOLD COAST TOURIST TROPHY

The Gold Coast Tourist Trophy will be run as a two day bitumen Rallysprint on the weekend of the 11-12 August, the format being similar to their very enjoyable event held in February. On the Saturday a section of road 6.8 km in length in the Beaudesert area will be used, and on the Sunday it will be a 5km section of road near Woongoolba. On both days the section of road will be used three times in both directions, making a total of twelve timed runs for the weekend. On both days there will be a competitors briefing at 8.30am followed by a familiarisation run over the course, and then the timed runs.

Scrutineering will be led on the Wednesday evening prior to the event.

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

AARG RALLYSPRINT

The Australian All Rally Group is running their next Rallysprint on the weekend of the 11-12 August. They have set up a new track on leased land 4 km north of Jandowae. The length of track is a bit over 6 km and it is all flat without the rough creek crossings that they had on their previous track. Start time is 10am on the Saturday and all competitors should get 4 runs on the Saturday and 6 runs on the Sunday.

For further information contact Wayne Coleman on 46352199 (work).

LEYBURN ROAD RALLY

This event will be held on Saturday 18 August and is a Touring Road Event run in conjunction with the Leyburn Historic Sprints. It will start from Queensland Raceway Willowbank at 8.30am and finish at Leyburn mid-afternoon. There will be four or five Special Tests on bitumen roads; the final one being a run on the Leyburn Sprint course. Linking these Special Tests will be map-reading navigation sections on public roads (almost all good bitumen) but the navigation will be relatively straightforward. Entry is not restricted to older cars and any road-registered vehicle is welcome to enter. Rally cars are eligible (Two of them ran last year).

For further information contact Tony Best on 33710367 (home).

Officials are also needed for this event. Anybody who is prepared to help should contact Tony on the number above or Esme at the Clubrooms.

STOP PRESS

PIRELLI TYRES LEYBURN ROAD RALLY

A spokesman from HAMILTON TYRE AND RUBBER has indicated their commitment to supporting this year's Leyburn Road Rally. The event to be known as the PIRELLI TYRES LEYBURN ROAD RALLY will be BSCC's contribution to this year's Interclub Series. Being run on Saturday August 18th, the event will start at Willowbank Raceway with a lap of the track. The crews will then navigate their way to Morgan Park Raceway, and one other special test venue before finishing the event with a lap of the Leyburn Street Circuit. Any road registered car can compete, with the only requirements being a first aid kit, fire extinguisher, helmets and a Level 2 license for the driver. An information night will be held on the 8th of August. Contact Esme at the club rooms for further details.

COMING EVENTS

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

LEYBURN SPRINTS

The annual Historic Leyburn Sprints will be held on the weekend of the 18-19 August. This event celebrates the 1949 Australian Grand Prix which was held on the nearby Leyburn Aerodrome. It is a great weekend with lots of interesting old cars present. Competitors should get at least five runs over the course during the weekend. There are categories for most types of cars.

For further information contact Mike Collins on 46950163 (home).

IPSWICH AUTOCROSS

The Ipswich and West Moreton Auto Club is running an Autocross on their dirt circuit at Willobank on Sunday 19 August. Scrutineering will be from 7.30am with a reconnaissance run of the track at 9am and timed runs commencing at 10am. Each timed run consists of one standing lap and one flying lap of the track. All competitors should get six timed runs during the day. The Ipswich Club has recently put a lot of work into track improvements.

For further information contact Don Power on 32021586 (home).

GUEST SPEAKER AT CLUBROOMS

The next Guest Speaker at the Clubrooms will be Mauuray Coote. He will be speaking on Wednesday 22 August. Start time is 8pm.

Murray is well known to most Club members. He started competing in the late 1960s as a navigator and then took up driving in the mid 1970s. His first cars were small-capacity

Datsuns and later on he ran a number of Mazdas with support from Mazda Australia and dealers such as Grand Prix Mazda. He is a former Queensland and Australian Champion and has also had some success in circuit racing. He has been involved in rally car preparation for many years and lately has specialised in selling and fitting Proflex suspension components.

Many of the newer competitors should therefore gain considerable benefit from what Marray can tell them.

DISPLAY OF BRITISH CARS

The All British Classic Car Club is running their annual All British Day on Sunday 26 August. This will consist of a display of British cars at St Josephs College Sports Grounds, Vivian Street Tennyson (near the Power Station) from 8am till 2pm.

It is usually a good day with many interesting cars. BSCC members with British cars are welcome to display their vehicles.

MG CLUB IRON MAN NIGHT RUN

The MG Car Club is running their annual Iron Man Night Run on Friday 31 August. This event starts at Lakeside (the QMROA Shed) anytime between 6.30pm and 7.30pm and competitors can enter on the night. (It therefore appears that it will include some roads outside the Brisbane built-up area).

The run will take approximately three hours and will finish at the MG Clubrooms in Donkin Street West End.

For further information contact Joan Appleby on 38571561 (anytime).



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IRONMAN SPRINT MOTORKHANA HILLCLIMB BAILEY POWERLINES RALLY

Other MG Club Iron Man Weekend activities include a Sprint and Motorkhana on Saturday 1 September and a Hillclimb on Sunday 2 September.

The Sprint and Motorkhana will be held at Queensland Raceway Willowbank at the Hillclimb will be held at Mount Cotton. All three events start with scrutineering from 8am.

For further information contact David Robinson on 32559037 (anytime).

This event will be held at Imbil on Saturday 15 September.

It will be a round of the Philcomm Communications Clubman Rally Series and has for many years been regarded as a very enjoyable and popular event.

There will be more information on this event in the August issue of Brisport but at this stage keep the date free.

Guest Speaker at Clubrooms

The Club would very much like to thank Henk Kabel for stepping in with two days notice to be Guest Speaker at the Clubrooms on Wednesday 27 June. This resulted from Jim Reddiex being held up on the Course Check for the Australian Safari and not being able to get back to Brisbane on time.

All the people who turned up at the Clubrooms to listen to Jim were quite happy to listen to Henk instead. Henk spoke about his early days in the Club soon after he arrived in Australia, the negotiations for the purchase of the previous Clubrooms at Reid and Hawthorne Streets, and the events in which he had competed and the cars he had driven.

He spent a fair bit of time talking about the 1977 London to Sydney Rally. Some interesting snippets of information included how Russell Worthington was co-opted to join the team about a week before the event started, and the extra-heavy tailshaft that some Indian mechanics made for the car.

Henk kept everyone entertained for a couple of hours and has a great sense of humour.

Next Guest Speaker at the Clubrooms is Murray Coote on Wednesday 22 August.

(from page 12)

A return to the sport is imminent for me. I know this with certainty. This recent re-exposure to the sport has caused me to reflect upon all those things, which I hitherto considered important. Competing in rallying is obviously more important for me than I had realised. I am not getting any younger, certainly nor am I getting any richer, but where there is a will, there is a way. The will is very strong; I now just need to find the way.

So, for you people who worry about the money, time, expense and other costs involved in competing, who stress about the rules and the politics that inevitably come with any sport, I have but this to say — at least you're doing it. You're involved in the greatest game there is. Thanks to a weekend in Imbil forestry, I now know this for certain. I suspect, however, I am preaching to the converted — aren't I?

Thanks to all the sponsors, competitors, officials, crews, organisers, bus drivers and the good people of Imbil, for providing the opportunity for me to share in your fun. We must do it again, soon. Hopefully, next time, though, I will be on the other side of the bunting.

FULCRUM SUSPENSIONS COASTAL CHALLENGE

On the 16th of June, 22 cars lined up at Rydges Caloundra for the start of a motoring adventure to rival another Rally being held on the same weekend. The interest in the event started several weeks earlier with a briefing night, then scrutineering at Fulcrum Suspensions' workshop at Moorooka (sans steel wool).

Tony Slattery and his team had prepared a route of 350 km, consisting of challenging roads in the Sunshine Coast hinterland, with two special tests along the way. From Rydges, the FULCRUM SUSPENSIONS course car with led the way. A short blast on the bitumen at the Sunshine Turf Club's Corbould park Racetrack saw Looi/Gordon in the Integra R set a blistering pace. Two seconds behind were several cars including the Warnetts' Cooper S, Kabel's RX7, and the O'Briens' 200SX. Surprise package was Evan Jones in the Swedish taxi, piloting the Volvo around the cones to score equal second. Hitting the maps on the "Horsin Around" section, the cars traveled to Landsborough via Peachester and the Bald Knob Road through to M2 at Mooloolah. At this control, the historic Hillman Hunter of Krieger/Gray led the O'Briens by 1 point. Section 2, "The Candyman" took the cars up and down the Montville Range to a control manned by Rod Sams outside the North Arm School. Zande/McGuinness (Daihatsu) and Brown/Gordon(Escort) cleaned along with several others, however the Hillman was still in the lead by 3 points. Section 3 "Sea Change" was to be a simple navigation stage to the Noosa Special Stage. Stage penalties resembled cricket scores with only Doling/Gepp (Datsun 1779), Duguid/Mitchell (Mazda MX5) and Gallwey/Brown (Mini) being penalised less than 40 points.

The Hella Hill stage was scored using median timing to even the performance differences between the cars. Although Doling was fastest in 1' 30" from Christiansen/Berneville-Clay 1' 34" (BMW M3R), those cars incurring a minimum penalty included Kabel and Jones. Stage 4, "Yowie Search" then took the cars through to the meal break at Imbil. Regrouping in the front yard of the Imbil State School, the crews took the opportunity to inspect the ARC cars in the service park. Scores at the break saw the Doling Datsun (79) leading the MG of Haines/Sattler (99) and the Hillman of Krieger/Gray (106). Section 5, "Valley Roamer" took the crews towards Cooroy, before heading south through Kenilworth and Conondale to Wittia. Most crews picked the correct route along the narrow, twisty and cattle infested East Mary River Road with 12 crews cleaning the section. "The Final Descent" to Kings Beach saw all cars finding the loop through Mt Mellum, with only 7 not cleaning the section. When scores were tallied, outright honors went to the Doling/Gepp Datsun with a loss of 79 from Krieger/Gray 106, and the Daihatsu of Turner/Wildemast 108. For the remainder of the field, scores were close, with less than one route check/VRC between cars.

On the evening of July 4th, competitors and officials assembled at the BSCC clubrooms for the event presentation. Sean Babbage and Darren from FULCRUM SUSPENSIONS presented the trophies to outright and class winners.

RESULTS

1st Outright	Harry Doling / Timothy Gepp
2nd Outright	Brian Krieger / Gary Gray
3rd Outright	Peter Turner / Harald Wildemast
Class 1	Glen Battershill / Ken Philp
Class 2	Jim Haines / Jeff Sattler
Class 3	Ted Looi / Andrew Gordon
Sporting award	Robert Christiansen / Colin Berneville-Clay (Countback) Harry Doling



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SOME OBSERVATIONS OF A HUMBLE SPECTATOR: RALLY QUEENSLAND 2001.

I did a silly thing the other weekend. Actually, the foundations for this had been laid a couple of weeks prior, when I became aware the particular weekend was happening. Although, arguably, the 'damage' had been done many years before. You see, I went to a rally — Rally Queensland, in fact — the first event I had been to in over twelve years. The last time I had been to an event was the Gallangowan Forest Rally in 1988. I can remember what a bittersweet experience it had been. All the things I remembered from Gallangowan (and the many other events before it) came flooding back. The sights and sounds of a car hammering along a gravel road; the constant battle between throttle, brake, traction and terrain . . . it is a unique skill, mastered only by the very few and the very fortunate. Mostly, though, I remembered what a fantastic sport rallying is. I recalled just how much fun it is to be associated with and how brilliant and vibrant the people involved really are. At the same time, I realised how badly I needed to have rallying in my life. I sadly reflected upon the long passage of time since it last had been there — sounds silly, doesn't it?

For both days, I stood at the spectator points (Cutters, Boorumba, Foreign Legion and yes, even Imbil) and thrilled at the spectacle. On Saturday night (Cutters Camp) and on Sunday (Boorumba) I waited until the last competitor had been through; envious of their participation and not wanting it to end. Sure, the bulk of the spectators had long since left for the warmth of home, but I knew talent often lurked in those last few cars and I was not to be denied seeing and appreciating it. It was the least those remaining competitors deserved. I understand, you see. The sport has evolved. The machinery and equipment much more sophisticated since I was last around. Pace notes: we used to dream of going to a pace-noted event (they were all in Europe back then). The professionalism of all crews was much higher — television coverage will do that to a sport. The organisation was, as usual for Queensland's ARC round, spot on. The arrangements made for us spectators: brilliant. For all the evolutions and innovations, though, the sport remains essentially the same. I can still remember the crew who were at Imbil Showground on Saturday night, busily attempting repairs to the front suspension of their car in the hopelessly-inadequate light being provided by their service-vehicle's headlights. No flash marquees, air-tools, generators and floodlights for this team. Their need to continue battle, to finish, however, just as great and motivating as the factory supported teams. In this regard, rallying is a great leveller and equaliser. Pretence soon evaporates in this sport's intoxicating atmosphere.

The weekend had a bizarre twist, though. I ran into many people I had known from my prior association with the sport. This, in itself, is not so unusual. But the number of them, who were, like me, at their first event in as long a time as I, most certainly was. Coincidence? All were feeling the same way I was — we were 'home'; where we 'belonged'; yearning to become involved again — surely, this is synchronicity? We are all going to catch up in the next few weeks and talk about this -- we seem to have little choice — it smells a little too much like destiny to us. Since I obviously enjoyed the weekend so much, why was going such a silly thing to do? Because, these days, I am a full-time university student. I have eschewed any income source (apart from the paltry sum received through Austudy) and am committed to the pursuit of academic qualifications (in political science — I did two years of law before discovering I hated it! — but I have made the Dean's list two semesters in a row now and look good for a third). Four years of student life has impoverished and indebted me to such an extent that any level of involvement would be financially irresponsible on my behalf. I'm flat out affording food, much less fuel. But I need to get back into this sport. Until that weekend, I had not realised how important it was to me.

I mentioned Gallangowan 1988 earlier and how bittersweet the memories were of that weekend. You see, it was the last event I competed in . . . and I knew it was going to be so. I can not even recall the result we got. It was probably in the first fifteen. Not bad, really, considering we had a puncture and a minor crash in that one. I also remember finishing sixth outright at Benarkin earlier in that season. My father — who had long decried the amount of money and effort I had committed to my participation in the sport — was a spectator for the first and only time at that event. At one spectator point, the bloke standing next to him — not known to my dad — reached for an entry list immediately after we had gone through (at car 23, if I recall), exclaiming "Who the hell was that!?" "Why?" asked my father. "Because he's the fella who's gonna win this event with driving like that" . . . we had set the point alight and Dad was so proud. I miss rallying. I really miss it.

I miss it so badly it has caught me by complete surprise. Since I left the scene I have raced road bicycles to A grade level and have been an AIS satellite coach for cycling. I have coached athletes to; world-championship level in cross-country mountain bikes; international level in road racing; and national level on both road and track (with a bag of state titles for athletes along the way). I have been a state team cycling coach. I have been team manager and coach for the national (and Lillehammer Olympic medallist) short-track ice racing team; I have assisted people to achieving their goal of competing in the Olympics (Nagano). I have even represented Australia in two world championships myself ('91 & '94), sailing Hobie 16s. But I would trade all of that for one more stint as the terrain negotiation system for a rally car . . . any day of the week and in a New York minute.

My going up to Imbil the other weekend was so stupid. It has reignited a fire, which I know only driving in competition will control. I suspected it would do as such. Perhaps this is why I stayed away for so long. It would be different this time around, though — my involvement with other sports since would assure this. My sports-science knowledge (I've accumulated a fair bit of *that* along the way) is easily transferable to this game. Results will not matter. But, it is fair to say, I have gleaned more than a few new insights to peak performance over the past few years.

(Continued on page 10)

The Blossom and Master Bates Show

By Henry Ryman

Possum? Dam, I thought he said Blossom. We've all heard the story about how he swerved to miss a flower bed and rolled his mothers' car, hence the name Blossom. Well, what a great weekend. It's the first time in seven years I haven't competed, and when Peter Whalley approached me to help him drive the Channel 10 media crews around, it sounded pretty good to me, and it didn't cost much either.

My weekend started on the Thursday morning Media Day, helping organise media people and others into nav seats, so that they could be scared stiff by some EVO 6 and WRX pilots. I did my usual trick and went around asking if any of the drivers felt sick or off colour and if so, it was OK, I had brought my helmet and licences etc., and could drive their car for them (even put a notice on the Notice Board at the Oasis), but alas to no avail.

I did manage to score a ride with Steven Shephard in his EVO 6. Being a man of few words, there was only one that came to mind during the run (sh sh sh sh ..wow). Thursday night came – found Craig Porter, Peter Whalley and myself seeing what sort of damage we could do to a black label square bear bottle, and at the same time, sorting out all the ills of rallying – well, we did manage to destroy the remaining brain cells we had left.

Friday, 7.30am saw Peter, myself, Steve Davies and his son, Scott young (Producer 10 Network) head off to Imbil to recce the forest and pick the best camera spots. By lunch time we had renamed the Pathfinder we were in to Bumpfinder, BottomBuster and other such names. Back at Imbil we met the rest of the production crew and were shown through their 6 million dollar satellite van – amazing.

Friday night start was fantastic as the newly finished Kings Beach Opne Air Concert Arena. There was a tent city selling all types of food and wine. The wine looked good at \$4 a glass- but that's all you got for \$4 – an empty glass, it then cost \$4 to have wine put in it. But all was not lost – they ran out of glasses early in the evening so was able to sell off a couple of glasses for \$6 each!

Cameron Thompson shared the room with me and he

was nav for an off road guy in a Jeep Rangler – as car 00 – he had an interesting weekend. The jeep blew the head gasket just as they reached Imbil on Saturday morning and were then to be seen in a 2x4 Triton Ute (belonging to the Service Crew) being thrown around the forest like a Jeep Wrangler on an off-road event – hope his service crew didn't see him!

We headed off Saturday morning with Rob the cameraman. It took him a while to come out of his shell, but after being around Doc, Russ3el and myself for two days he started to lighten up. Saturday arvo saw us at a spectator point “Turn very hard right – gutter” in New Traverse. Love these media vests, they're better than sex (well, not quite) – you can go anywhere in one of these.

Before walking to the aforesaid point, we had 40 minutes to wait for the first car, so sat in the 4x4 wagon eating lunch, and watching all the would be spectators getting into their favourite viewing spots, only to have us and our Channel 10 camera man set up right in front of them. Rob said to me “Where's the best place?” and I pointed out the pot hole on nthe apex of the corner and said “Just behind the pot hole, no one will cut the corner – they'll know about the pot hole”. Everything ws fine until car 13, Bukky, came in abit too hard and attempted to back his car into Rob and his 120 thousand dollar camera.

Rob was furious – “You said I'd be alright standing there” I said ‘No, I just said they wouldn't cut the corner, I said nothing about cars trying to back into you!’ Anyway Bukky should be on TV, so all was well. We enjoyed our time at the spot and kept the spectators entertained with a running commentary on the drivers as they came through, one lady even thanked us as she left for keeping her entertained, saying we were the best media crew she had come across at a spectator point.

Sunday dawns, as we are driving up the highway. As we get closer to our destination, I keep telling Doc to slow down (don't want to get ther too early - Rob would have floored me). Awesome to watch those top guys going up hill, over the bumps, in new Traverse, and not backing off - incredible stuff!

Back to Imbil and the finish, picked up Allison Drower and headed back to Oasis. I made the suggestion on the trip back that we would be available for South Australia's ARC round, but for some reason Rob das OK, they would find other people in S.A. Strange? Anyway, we had a ball - Thanks, Pete, Errol and Craig and the crew at BSCC for a fantastic rally weekend.

Qld Long Course Championship 2001 Driver Outright Points All Drivers

<i>Name</i>	<i>Car</i>	<i>Goondiwindi</i>	<i>Swanbank</i>	<i>Jimn</i>	<i>Gatton</i>	<i>Goondiwindi</i>	<i>Total</i>
Steve Willett	249	120	0	0	0	0	120
Joe Bulmer	126	80	40	0	0	0	120
Doug McMillan	902	60	60	0	0	0	120
Wayne Bannon	912	0	120	0	0	0	120
Laurence Svenson	144	30	80	0	0	0	110
David Bennett	242	40	0	0	0	0	40
Mark Burrows	121	0	30	0	0	0	30
Brad Zacka	150	0	20	0	0	0	20
John Batchelor	296	20	0	0	0	0	20
Wayne Reading	265	15	0	0	0	0	15
Matthew Owen	245	0	15	0	0	0	15
Kevin Hufschmidt	401	5	7	0	0	0	12
Anthony Brose	769	7	5	0	0	0	12
Mark Andrew	295	5	5	0	0	0	10
Warwick Leven	238	10	0	0	0	0	10
John Brand	281	0	10	0	0	0	10
John Wager	816	5	0	0	0	0	5
Brett Milton	535	5	0	0	0	0	5
Randall Kilner	291	5	0	0	0	0	5
Craig Headley	403	5	0	0	0	0	5
Clinton Woodbridge	558	5	0	0	0	0	5
Simon Smith	411	5	0	0	0	0	5
Nick Williams	511	5	0	0	0	0	5
Amanda Francis	846	5	0	0	0	0	5
Andrew McKay	388	0	5	0	0	0	5
Les Siviour	701	0	5	0	0	0	5
Geoff Pickering	710	0	5	0	0	0	5
Matthew Cannell	310	5	0	0	0	0	5

Qld Long Course Championship 2001 Navigator Outright Points All Navigators

<i>Name</i>	<i>Car</i>	<i>Goondiwindi</i>	<i>Swanbank</i>	<i>Jimn</i>	<i>Gatton</i>	<i>Goondiwindi 2</i>	<i>Total</i>
Kim Burt	126	80	40	0	0	0	120
Brett Wellings	249	120	0	0	0	0	120
Janelle Svenson	144	30	80	0	0	0	110
Garry Bennett	242	40	0	0	0	0	40
Mick Shannon	121	0	30	0	0	0	30
Glenn Bayliss	296	20	0	0	0	0	20
Gary Turner	150	0	20	0	0	0	20
Matthew Ryan	245	0	15	0	0	0	15
Shane Egan	265	15	0	0	0	0	15
Ian Prescott	401	5	7	0	0	0	12
Paul Leighton	769	7	5	0	0	0	12
Russell Hartnett	281	0	10	0	0	0	10
Jim Dywer	238	10	0	0	0	0	10
Colin Gavin	295	5	5	0	0	0	10
Adrian Sewell	558	5	0	0	0	0	5
Paul Eustace	816	5	0	0	0	0	5
Bonnie Milton	535	5	0	0	0	0	5
Heather Kilner	291	5	0	0	0	0	5
Rick Reddish	403	5	0	0	0	0	5
Warwick Smith	411	5	0	0	0	0	5
Jamie Robinson	511	5	0	0	0	0	5
Damien Robinson	846	5	0	0	0	0	5
Richard Walshaw	388	0	5	0	0	0	5
David Gordon	701	0	5	0	0	0	5
Glenn Watson	710	0	5	0	0	0	5
Michael Cannell	310	5	0	0	0	0	5

*Qld Short Course Series 2001**Driver points per Class**All Drivers*

<i>Name</i>	<i>Car</i>	<i>Gympie</i>	<i>Millmerra</i>	<i>Toowoomba</i>	<i>Jimna</i>	<i>Total</i>
<u><i>Class 1</i></u>						
Brad Kilner	110	0	120	0	0	120
Laurence Svenson	144	120	0	0	0	120
David Ellsworth	108	0	80	0	0	80
<u><i>Class 2</i></u>						
Jim Dywer	238	120	60	0	0	180
Aaron McLean	282	80	40	0	0	120
Wayne Reading	265	0	120	0	0	120
Randall Kilner	291	0	80	0	0	80
Warwick Leven	238	60	15	0	0	75
Colin Gavin	295	0	30	0	0	30
Heather Kilner	291	0	20	0	0	20
<u><i>Class 3</i></u>						
Andrew McKay	388	120	120	0	0	240
Dave Armitage	321	0	80	0	0	80
Brad Cooper	304	80	0	0	0	80
Matthew Cannell	310	0	60	0	0	60
Andrew Manning	305	60	0	0	0	60
<u><i>Class 4</i></u>						
Rick Reddish	404	0	120	0	0	120
<u><i>Class 5</i></u>						
Scott Wilcox	517	120	120	0	0	240
Nick Williams	511	80	40	0	0	120
Mark Calvert	566	0	80	0	0	80
Wayne Colley	574	60	0	0	0	60
Greg Green	522	0	60	0	0	60
<u><i>Class 6</i></u>						
Des Armitage	621	0	120	0	0	120
<u><i>Class 7</i></u>						
Rod Graydon	710	80	80	0	0	160
Mark Griffith	719	120	0	0	0	120
Anthony Brose	769	0	120	0	0	120
Derek Harvey	777	0	60	0	0	60

Old Long Course Championship 2001

Driver points per Class

All Drivers

Name	Car	Goondiwindi	Swanbank	Jimn	Gatton	Goondiwindi	Total
<u>Class 1</u>							
Laurence Svenson	144	116.66	110	0	0	0	226.660
Joe Bulmer	126	103.33	70	0	0	0	173.330
Mark Burrows	121	0	90	0	0	0	90
Brad Zacka	150	10	70	0	0	0	80
Brad Kilner	110	30	0	0	0	0	30
David Ellsworth	108	0	25	0	0	0	25
Terry Rose	1	0	10	0	0	0	10
Glenn Owen	123	0	10	0	0	0	10
Tony Felhaber	138	0	10	0	0	0	10
Rod Brand	145	0	10	0	0	0	10
John Towers	147	0	10	0	0	0	10
<u>Class 2</u>							
Steve Willett	249	130	10	0	0	0	140
David Bennett	242	90	40	0	0	0	130
Matthew Owen	245	0	110	0	0	0	110
John Batchelor	296	70	10	0	0	0	80
Mark Andrew	295	26.66	50	0	0	0	76.6600
Michael Napier	299	0	70	0	0	0	70
John Brand	281	0	70	0	0	0	70
Todd Lawrance	287	70	0	0	0	0	70
Wayne Reading	265	50	0	0	0	0	50
Warwick Leven	238	40	10	0	0	0	50
Randall Kilner	291	28.33	10	0	0	0	38.3300
Reg Owen	211	0	25	0	0	0	25
Athol Wilcox	274	16.25	0	0	0	0	16.25
<u>Class 3</u>							
Andrew McKay	388	90	110	0	0	0	200
Matthew Cannell	310	103.33	10	0	0	0	113.330
Darren Perrin	303	0	70	0	0	0	70
Dave Armitage	321	30	10	0	0	0	40
<u>Class 4</u>							
Kevin Hufschmidt	401	96.66	130	0	0	0	226.660
Craig Headley	403	96.66	50	0	0	0	146.660
Simon Smith	411	96.66	0	0	0	0	96.6600
Ryan Taylor	404	0	50	0	0	0	50
John Moore	427	0	40	0	0	0	40
Brett Currie	405	0	10	0	0	0	10
<u>Class 5</u>							
Brett Milton	535	116.66	10	0	0	0	126.660
Clinton Woodbridge	558	103.33	0	0	0	0	103.330
Nick Williams	511	70	0	0	0	0	70
Andy Stewart	538	0	10	0	0	0	10
Paul Grant	507	0	10	0	0	0	10

Classifieds

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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*

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351, top loader 4 speed. 9" LSD disc. All fully rebuilt with best parts, eg, 4MA, MSD, Hurst, pacemaker, Edelbrock, Holley, roller rockers etc. Hayman reece towbar. Sell 1/3 build price. \$10 500.

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1983 model (ground up rebuild in 1994). Red 2pack paint job; high tensile steel roll cage by John Goasdou; fully log booked and CAMS approved, Sparco Monte carlo race seats, dominion 5 point harnesses (aviation buckle type), map light, 2 spoke suede sports steering wheel, mounting points for terratrip, alloy brake pedals, alloy spot light brackets, 4AGE engine (Twin Cam 16 valve fuel injected), 5 speed gear box, genuine TRD quick steering rack, factory alloy strut brace, 4.3 LSD (complete with heavy duty axles and axle bearings), big brakes, sump guard constructed from 6mm alloy with 6mm reinforcing, fibreglass fuel tank shield. All modifications are Qld Dept of Transport approved and 'blue-plated'. Vehicle has CAMS log book and roll cage approval. Near new 185/60/14 toyo performance tyres. This car comes complete with many extras. A stunning performer. Registered to 11/2001.

\$13500.00 *Phone Alan Bates on 0417 032 764.*

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.*

Black and white Toyota Celica, 1976, RA23 Rally car. 2 litre twin cam, Webbers, Commodore King Springs, four wheel discs. Fully seam welded and caged. Very strong and reliable rally car. One season old. Lots of spares. Registered until May 2001. Quick sale needed as building a new car for P4. \$3500. *Contact Craig on (AH) 46993124 or (BH) 46327522.*

Marsh Seats, 2 x Blue, large (mens) size, suit rally or race car. Good condition. \$500 pair. **Velo Seat**, brand new Milano model, standard size. Surplus to needs. Only \$400. *Phone Ross at Saab Care 3394 1411*

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
Starter motor (recently rebuilt) \$100
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
Tilton Brake bias valve (level type) new \$55; Bell Pro full face helmet (XL) 1 event old includes terraphone head set and fleecy helmet bag \$350
Sparco Driving gloves red, medium size, vgc \$65
Phone Alan Bates on 0417 032 764.

Datsun 1600 parts

two independent Datsun diffs \$50 each
4 x 13 mag wheels and tyres \$150
Front M30 struts with vent 14" discs and rear M30 discs and arm \$200 the lot
Datsun complete head \$30
Other pieces.
Maryborough. 0429341979.

Set **Subaru WRX** floor mats \$65
Subaru WRX K&N Air Filter \$75
Personalised Plates (WRX48) \$350
Sanyo CDX-360 180w CD Player- New - \$200. *Phone Ray on 54466145 or 0412 644 780*

WANTED

Terratrip 202 or 303 45mm DCOE Weber carbs

Phone Mark on (07) 38810061 or (0417) 604 426 or email Mining_Dynamics@onaustralia.com.au



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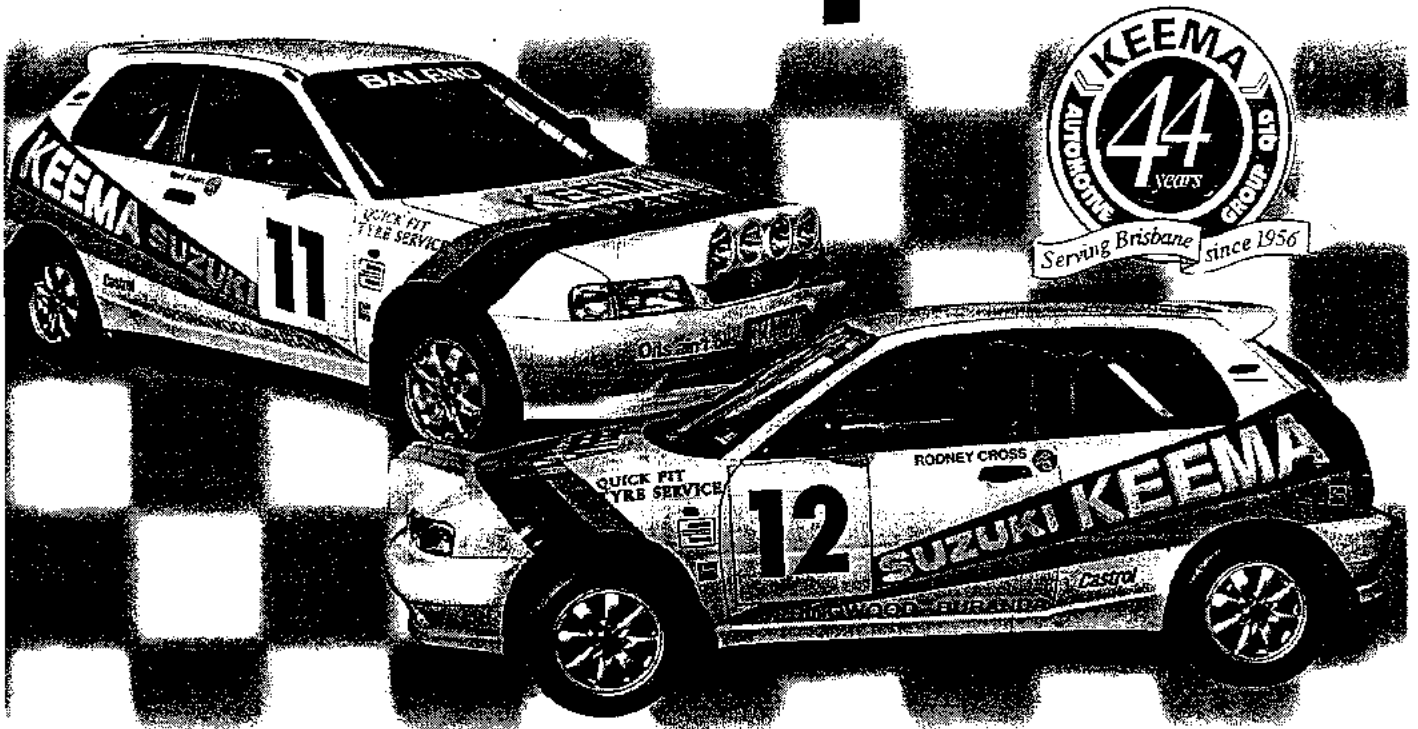
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