

# BRISPORT

**THE NEWSLETTER OF THE  
BRISBANE SPORTING CAR CLUB.**

**WEST END. PHONE 3846 0233.**



*August 2001 Newsletter*



## KCF SHORT COURSE RALLY ROUND 2



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# PRESIDENT'S PIECE

BY CRAIG PORTER

Well what a night last Wednesday the 8th of August was! I arrived at the Clubrooms to catch up on the paperwork from the KCF Short Course Rally to find something like fifty five people along to find out about the Pirelli Tyres Leyburn Road Rally. I must say from the questions fielded by Tony Best and Andrew Owen there seems to be considerable interest in this event again this year. This event acts also as our Clubs contribution the Interclub Series competition. With over forty entries and still a week to close of entries the event is proving to be an absolute winner. Last year I helped with the event and arrived at Leyburn to find in excess of two hundred and fifty competitors charging around the streets of Leyburn, It was quite an eye opener.

The second round of the KCF Short Course Rally Series was run in not what one would call the best of conditions with light drizzle throughout the day. However having brought the start time ahead by an hour we were able to get everybody home before dark. Unfortunately having to postpone the event by a week saw several competitors withdraw bringing the field back to thirty five entrants. This series is designed

for those wanting to practice their pace noting skills and I'm happy to say that the numbers are increasing with those using notes. My thanks go to the Road Crews and the many Officials who spent their time in the forest in what was not the best of conditions. The final round is not until November the 10th with new and longer stages on the Eastern side of the Jimna Forest Area.

As stated in last months newsletter painting of the inside of our Clubrooms has now been completed. Plumbing work externally is also complete so now the painters can start painting the building. A fresh coat of paint will certainly make a difference to things.

The Bailey Powerlines Rally Sept 15th is well underway with Clerk of Course Dell Garbett and Peter Whalley setting many new Stages with a total distance of eighty kilometres. We look forward to a great event. The German Autos Endu Long Course Event to be held on the Eleventh of August was cancelled because of a lack of entries. This is extremely

(continued on page 3)

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

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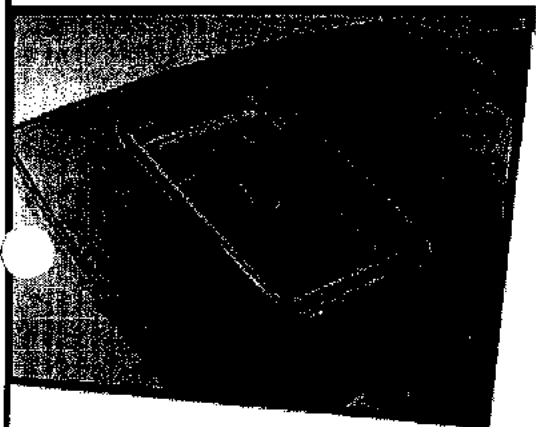
The clubrooms of BRISBANE SPORTING CAR CLUB LIMITED are located at 1/206-208 MONTAGUE ROAD, WEST END and are open EVERY WEDNESDAY night from 8.00pm onwards.

#### CONTACT DETAILS:

All correspondence, entries, etc for the Club should be addressed to:  
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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	Sub-Committee	<b>Tom Smith</b>	3862 9363
		<b>Jamie Macfarlane</b>	3272 2020



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disappointing from the Clubs and of course our sponsor Laurie Svenson's point of view. Competitors in off road events must support their sport or sadly events of the quality of this event will need to consider their options.

A plea from Event Organisers and on behalf of the Clubs secretary, ENTRANTS are not supplying all details on their Entry Forms when returning them for events. The time impost on getting the information is bogging down valuable time spent in organising the event. So fill in all the squares or we will be sending them back to you for clarification.

Rod Sams and I are away for the next two weeks helping on the Australian Safari so will have an interesting few stories for next month. See you all in the forest.

Craig Porter  
President

**deep**



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## Rally Plans on Hold for the Rest of the Year

Fans of Stewart Reids' never say die style of driving will be disappointed to hear that he has withdrawn from the rest of the 2001 ARC. The decision to call it quits wasn't easy, but the circumstances are far from negative. A glut of work from private and corporate customers has kept the likeable Scottish transplant either spinning spanners or on the phone.

Reids Kippa-ring work shop is over flowing with work and a lot of it generated from his rally profile. "I had to make a decision", said Reid. "Do I keep going with the 2001 ARC which is really down to a two horse race in the classes I'm interested in or do I start saying yes to all those enquiries for rally preparation work. On economic grounds alone you have to take the work when it comes along, and hopefully build your stocks for next year"

The 1999 Privateers Cup Champion plans for 2002 are still very much up in the air at this stage but at the very least he will be back to challenge for the Group N title and the Privateers Cup once again.

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# FALKEN TYRES RALLY TEAM RALLY OF TASSY

GSA Falken Tyres Rally Team is full steam ahead trying to prepare cars for the last round of the Australian Rally Championship Aussie Duct Rally of Melbourne. After Rally of Tasmania the boys at GSA will have their work cut out for them getting the cars ready for Melbourne. We are planing to run two cars at Melbourne again Steve in the Evolution 6 and Chris in the Group N evolution 5. Steve was happy with the way things went, yet on the other hand disappointed.

"I should be happy with 9<sup>th</sup> outright on Saturday, but I was disappointed with the way I drove. I was finding that I was not committing to the roads. At the half way point in the day was unhappy with our outright place. I needed to concentrate a bit harder and lift my game, at the end of the day we made up some places and finished in a respectable 9<sup>th</sup> outright. On day two I having troubles with the car understeering due to a centre problem and we ended up putting the right front wheel of the road and dry bogging the car."

On day one Chris was to suffer the same trouble, as many other competitors were, a puncture.

"It was on skyline at the t-junction spectator point, I threw the car into the corner and rolled the tyre off the rim, we must of hit the gutter sideways with a little too much speed" said Chris.

Other than the puncture he was setting excellent times all day. This was Chris's first trip to Tasmania and to date with his limited time in the car he had not yet experienced roads with the speed and commitment needed at Tasmania. At the end of day one Chris was to finish 21<sup>st</sup> outright taking into consideration the puncture early in the day he achieved a great result. "On day two things were going well until half way through the Stony stage we had a front lower ball joint let go which was to bring us to a screaming halt. We were travelling at a great rate of knots it broke, the wheel came away from the car and off we went. With no control over our resting-place, it was to end our day. It was extremely disappointing as we put new front arms in the car before the event." Said Chris. So if all goes to plan both cars will be ready to leave in two weeks.

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## AUTO ACTION – END OF AN ERA

For many who know me, you will recall that I also have provided reports and articles for Australian Auto Action magazine on local personalities and events amongst other things. I have been doing this role since 1990, when the previous incumbent (a young fella called Iain Stewart) decided to pass on the robes to young me who was the Brisport editor at the time. Within the last few years, Auto Action has grown to a weekly publication and the concentration has been on issues of a national basis.

Due to the presence of magazines like Australian Rallysport News there has been less need for AA to offer up articles on club-level rallysport. Recently I was advised that my services were no longer needed, so from here on in it appears that Auto Action will not cover "state-level rallying" (their words). I'm not taking a shot at the mag, because their coverage of other Australian and international motorsports is usually top-notch. However it is one less medium that we can consider to cover the sport locally. Thanks to those who offered information over the years to put together some of those articles, and thanks to those who sometimes unwittingly became the feature of an article on a certain rallying personality. In the meantime, I shall keep writing for ARN, and offer the occasional support for Brisport. Damn it, I shall have to start selling off the share portfolio to keep up the extravagant lifestyle.

PS – It's also the first time in my life that I've ever been sacked.....  
BOO-hoooooo!!!

Tom Smith

## WHAT THE HECK'S A C.R.O.???

As that time of the month comes around again when the hard-working editor in charge is seeking contributions for the magazine, I thought I'd better pull the proverbial finger out and get to putting something on paper (electronic images, at least!). Usually I dredge up something from the cobwebs of the past or regale the reader of some far-off event and the funny, unimaginable things that went with it. Not this month however, as it occurred to me to try to explain to the rally competitors out there something that is really quite important, whether you knew it or not.

For those who've known me for a few years or more, and for those who've seen me at rallies of recent times you will have noted me in the role of the C.R.O. Some of you may know what the CRO is, but for those who don't that official at rallies is the "Competitor Relations Officer". At club events or QRCs, for instance there should be at least one such officer, but you'll probably notice at higher status events there may be two or even more if there's a lot of country to cover. The CRO is arguably the 'stop-gap' between the competitor and the Clerk-of-Course.

As most would also be aware, the C-of-C is most often not seen in the field at events but should be spending his time at the Rally  
(continued on page 14)

# 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 to the calendar as printed in the June and July issues of Brisport.

As most Club members are probably aware the German Autos Enduro planned for the weekend of the 11-12 August was cancelled due to insufficient entries. It is not planned to re-run this event until 2002.

## PROGRAM FOR WEDNESDAY NIGHTS AT CLUBROOMS

An update on the activities at the Clubrooms on Wednesday nights is listed below:

22 August	Guest Speaker – Murray Coote
19 September	Guest Speaker – Bob Carpenter
26 September	Trophy Presentation for Bailey Powerlines
10 October	Guest Speaker – Jim Reddix
31 October	Trophy Presentation for Wallangarra Rally
21 November	Trophy Presentation for KCF Series
12 December	Trophy Presentation for Galiangowan Rally and Club Christmas break-up

## DISPLAY OF BRITISH CARS

As mentioned in last month's Brisport, there will be a display of British cars on Sunday 26 August at St. Josephs College Sports Grounds, Vivian Street, Tennyson (near the Power Station) from 8am till 2pm.

## 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) any time between 6.30pm and 7.30pm and competitors can enter on the night. 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).

## IRON MAN SPRINT MOTOR KHANA HILL CLIMB

Other MG Club Iron Man Weekend activities include a Sprint and Motorkhana at Queensland Raceway Willowbank on Saturday 1 September and a Hillclimb at Mount Cotton on Sunday 2 September, starting at 8am each day. For further information contact David Robinson on 32559037 (anytime).

## HERVEY BAY KHANACROSS

The Hervey Bay Sporting Club is running a Khanacross on Sunday 2 September. This will be held at the Hervey Bay airport, starting at 9am. The course will be like a large motorkhana with posts and arrows where turns are required. Junior drivers and school teams will be catered for. For further information contact Michael Thompson on 41283549 (home).

## WARIALDA OFFROAD EVENT

The Warialda Motor Sports Club is running their annual Off Road event on the weekend of the 8-9 September. It is the fifth round of

the NSW Off Road Championship and usually gets support from NSW and Queensland competitors. It is held on the property MONOMEATH near Warialda with Scrutiny on the Friday night, Prologue, Reconnaissance, and three heats of the short course on the Saturday, followed by one more heat of the short course and three (22km) laps of the long course on the Sunday. For further information contact Bev Basham on 02 62791622 (home).

## AARGRALLYSPRINT

The Australian All Rally Group is running their next Rallysprint on the weekend of the 8-9 September. This will again be held on their land 4km north of Jandowae. The length of the course is approximately 6km and competitors should get 4 runs on the Saturday and 6 runs on the Sunday. Start time is 10am on the Saturday. For further information contact Kay Paynter on 46303425 (home).

## BAILEY POWERLINES RALLY

Once again Rod Bailey from Bailey Powerlines is sponsoring this event which will be held on Saturday 15 September. It is one of the most popular and enjoyable rallies held during the year and usually gets plenty of support. It will be a round of the Philcomm Communications Clubman Rally Series and the Falken Tyres Gemini Challenge. Starting time is 1pm but competitors will have to book in at the start area by 11am. The event will again be based at Imbil and use many roads familiar to Rally Queensland competitors. There will be seven Special Stages, two of which will be held after dark. Total Special Stage distance will be 80km. For further information contact Del Garbett on 0417 649020 (anytime). Officials are needed. Anyone wishing to help on the event should contact Del on the number above or Esme at the Clubrooms.

## GYMPIE OFFROAD EVENT

The Gympie Auto Sports Club is running a short Course Off Road Event at Mothar Mountain Gympie on the weekend of the 15-16 September (not a Long Course event at Kilkivan as originally planned). The length of the course is 2.5km and competitors should get 12 runs over the weekend including two runs after dark on the Saturday night. Starting times are 12 noon on the Saturday and 9am on the Sunday. For further information contact Kevin Lawrence on 54829154 (home).

## GUEST SPEAKER AT CLUBROOMS

The next Guest Speaker at the Clubrooms will be Bob Carpenter who will be speaking on Wednesday 19 September. During this year a number of very successful and well-attended Guest Speaker Evenings have been organised, and many clubmembers have been very impressed with these speakers. Bob Carpenter is the main person behind the Australian Safari, an event unique in Australia and one of only a few events of its type in the world. He has been running the event for about thirteen years and his

# COMING EVENTS

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

knowledge of inland Australia is considerable. A good evening of entertainment is assured. Start time is 8pm.

## MARQUE 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 21 September. The event starts at 7.30pm from the K-Mart Car Park at Cannon Hill. Results from this event count towards the BSCC Night Run Championship.

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

## SHORT COURSE OFFROAD EVENT

The Australian All Rally Group is running the third round of the Queensland (Short Course) Off Road Drivers Series at Echo Valley Toowoomba on the weekend of the 22-23 September in conjunction with the Toowoomba Carnival of Flowers. Scrutineering will be from 12 noon on the Saturday with Reconnaissance and Prologue on the Saturday afternoon and racing on the Sunday. The course will be between 4 and 5km in length and competitors will have one four lap race and one three lap race with four cars on the track at a time.

*For further information contact Kay Paynter on 46303425 (home).*

## ROCKHAMPTON RALLY

The Rockhampton-based Central Queensland Motor Sporting Club is running their annual Railway Hotel Byfield Forest Rally on Saturday 22 September. It starts at the Railway Hotel Yeppoon at 12 noon and finishes at the same location at approximately 8pm. The total distance is 300km with 150km of Special Stages in the Byfield State Forest. This would therefore be a good event for competitors who need a few kilometres of rally experience.

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

## TROPHY PRESENTATION FOR BAILEY POWERLINES RALLY

This will be held at the BSCC Clubrooms 206 Montague Road West End on Wednesday 26 September. Start time is 8pm. As many competitors, service crews, and officials as possible should make the effort to attend this evening and thank the event sponsors and other helpers for the work they put into the event.

## RALLY SPRINT AT PAT KENNEDY COMPLEX

The Holden Sporting Car Club is organising a rally sprint at the Pat Kennedy Rally Complex on the weekend of the 29-30 September. Entry is restricted to two-wheel drive cars only, and all competitors should have five runs of the course, with competition on both days but not on the Saturday night. The event should be very good for novice competitors and is aimed at providing a fun weekend for competitors, spectators and officials. On the Sunday afternoon there will be a special competition, the 'Kennedys King of the Mountain', for the fastest sixteen cars. The Pat Kennedy Rally Complex is approximately 53km north of Kilcoy or 13km north of Jimna (towards Gallangowan).

*For further information contact Pat Kennedy on 0414 973153 (anytime).*

## GUEST SPEAKER AT CLUB ROOMS

Jim Reddix was unavailable on the 27 June but he has agreed to be Guest Speaker on Wednesday 10 October. This should be a very good evening with many stories about the London-Munich Rally and other events. Start time is 8pm.

## PITTSWORTH SPRINTS

The annual Pittsworth Sprints will be held on the weekend of the 13-14 October. Run by the Millmerran Auto Club the event will consist of timed runs over 1km bitumen course in the Pittsworth Industrial estate. Scrutineering will be on the Friday night with competition all day on the Saturday and Sunday.

*For further information contact Pat Murray on 46356997 (home).*

## ICET GROUP FORESTRY RALLY

The postponed third round of the Philcomm Communications Clubman Rally Series will now be run on Saturday 13 October. This event is organised by the Gold Coast Tweed Motorsporting Club, and will be run in the Beerburum Forestry area with headquarters at the Beerburum State School. It will start at 10.45am and there will be 80km of Special Stages.

*For further information contact Michelle Gatton on 32098048 (home).*

## THE CLUB CAPTAIN'S CORNER

BY DEL GARBETT

I have been very busy working on the Bailey Powerlines Rally. Starting at the Imbil Island Resort, we will be running the event on the same format as last year with five stages run in daylight and two at night. First car is due to finish at approximately 7.30pm. Regs for the event will be out soon.

Featured in this month's Brisport is an excerpt from a document on drugs that are not permitted to be taken in motorsport. If anyone is interested in finding out more on this subject please give me a call. I would like to remind everyone that the Queensland Rally Panel combined by BSCC will be holding a Rally Forum at the CAMS office towards the end of September. If you have an interest in the way our sport is run I urge you to attend.

See you all at the Bailey Powerlines Rally. If anyone would like their own private Spectator Point please give Esme a call.

Del

# Clubman Corner

Jimna – the second round of the KCF Rallysport Series, has again built on its reputation as being a fabulous event.

A healthy field of nearly 40 clubman competitors revelled in the pleasant dust free rally. Recent rain in the Jimna area had created almost perfect rallying conditions, and cloud cover on the day kept temperatures down, making the car as comfortable as it gets. Most of the cars that started the day, finished, and those that didn't, panel damage wasn't the main culprit.

A battle royal raged at the front of the field for first place honours. Dave Gaines and Allan Griffin were swapping times on Stages, and were never far apart. In a nail-biting finish, with only seconds separating them over six stages, the Griffin/Smith combination was the victors in their little red and white Stanza.

The Golden Paw award this month goes to Tao Cooper. Tao put in yet another one of his giant killing performances in his R1 Sunny, nipping at the heels of Griffin and Gaines all day. Heaven help us if he ever moves up into a R3 or R4 car, as I think us mere mortals would never catch him.

On behalf of all Clubman competitors, I would like to thank Craig Porter and his tireless team for the ongoing effort they put into our sport. Reorganising an event that had to be cancelled must be a real pain in the butt, as it no doubt adds to the volume of work required to make the event happen. Craig and his team put in hundreds of unpaid hours of work into every rally, which allows us the opportunity to have a ball, and enjoy our sport.

Please, fellow Clubman combatants, if for any reason you are unable to compete in a rally, a small contribution of your time will not only lighten the load on the organisers, but will also help keep our sport strong.

Speaking of keeping our sport strong, by the time you read this, all Clubman competitors should have received an invitation to attend a meeting to brainstorm ideas about rallying and how to keep the sport healthy. All competitors are encouraged to attend this meeting, but also to create two suggestions as to how we can improve, or strengthen the sport of rallying. People, this is the perfect opportunity to have our opinions heard. At the time of writing this, the date for this meeting had yet to be set.

I thought that I might get the creative juices flowing by offering a few ideas to get the ball rolling (remember – any idea is a good when you're brainstorming). So if anything, regardless of how unlikely it seems at the time, pops into your head, write it down and submit it.

1. More pace-noted rallies – as I believe they have the potential to reduce panel repairs, and build in-car confidence.
2. Tomato staking corners of significance that are not marked on the blind rally roadbooks, or have the potential to endanger participants.
3. To encourage relative newcomers to the sport, to run as either 0 or 00 cars. I believe that the fresh perspective of these people could be insightful.
4. Debriefing of competitors after blind rallies as to additions, errors or improvements that could be made to roadbooks.
5. Starting rallies earlier so they could either finish earlier, or more consideration could be given to three-minute intervals when the dust becomes intolerable.
6. Condensing rallies – for example, have half the field starting the rally on Stage 1, and the other half simultaneously starting Stage 3 or 4. I see this as a way of more easily accommodating 3-minute dust intervals, and reducing the time that volunteers have to be out in the forest. It would also, to a smaller degree, even out in the playing field, with regard to deteriorating conditions, for those who run further toward the rear of the field.
7. Holding a Super Special Stage close to Brisbane, at least once a year, not only to promote the sport, but also to potentially generate much needed revenue. The old Domestic Airport, Archerfield Speedway, the Show-ring at the exhibition Grounds, or one of the many showgrounds around Brisbane, are possible suitable and promotable venues. Its hard to get spectators to the forest, it may be easier to bring the forest to them

These are some of the thoughts I've had, I'll save the rest for the meeting. I hope to see all of you there!

Whilst the KCF Rallysprint was well supported by enthusiastic Clubman competitors, there was a noticeable absence of turbocharged 4WD techno-rockets, which gave the event a real Clubman atmosphere. Both at scrutineering, and the rally itself, the friendly comradery that seems to bind the wallet-exhausted

(continued on page 10)



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## KEEP YOUR EYES PEELED

Tom Smith

Readers of Brisport – be aware. Shortly news will be published nationally of a new competition supported by a major manufacturer, where the winner could be an entrant at Rally Australia. While the news is yet to be formally released in the mainstream media it won't be long. I am not at liberty to release further details just yet and am not conversant with the rules and regulations. It will be exciting and a great opportunity so be ready. I am also not sure whether the winner is expected to be one of those rare breed who does not hold a current CAMS licence – still to be revealed. Watch some of you favourite motorsport shows on Channel Ten to find out more and get your pencils ready. More details next month (hopefully).

## Competitor in Distress!!

Having competed in the KCF Rallysport Short Course Rally on the 4th August 2001 and having had an enjoyable time, I headed home but things didn't quite go the way they should. Driving down the D'Aguiar Range I got a puncture in one of my trailer tyres and had to pull over. Quite a number of competitors tooted and waved as they passed – it thanks to Allan Griffin and Nathan Phipps who actually stopped to see if we were alright. Thankfully they were able to offer assistance with the offending tyre and I was able to limp home to Bribie Island. I wonder if there is a lesson there? But thanks Allan and Nathan. In the meantime I am actually looking for a co-driver - my father is off to the old Dart for a time and I am left high and dry. Anyone interested please ring me on 07 3410 7395 (I drove car 37, a Datsun 1600 at the KCF and finished 28th). Richard Cobb

## BUKKY GOES NORTH

Tom Smith

I heard on the reliable grapevine recently that one of young hopefuls is heading off overseas for an extended stay. I speak of Adrian Bukmanis, whose exploits over the past few years could have made a movie. Going from the tallest man ever to inhabit a Honda Civic to one of the quickest guys around on the 'privateer' front, Bukky has got a lot further to go. For the last couple of seasons he has been peddling a very potent Subaru Legacy RS Turbo and has shown time and time again he can be as quick as some people with much newer machinery. At the recent Falken Tyres Rally Queensland, on the great Noosa Hillclimb stage there were only two of the front-runners who threw their vehicles through a long left-hander with a big handful of gusto. On bitumen, remember, it was Possum Bourne in a WRC Impreza and young Bukky (with John 'Jacque' Ahern) in his yellow Legacy who did the full slide bit. Impressive to say the least.

I think Bukky is a computer 'nerd' so it seems likely that he'll end up working for huge megabuck international company and therefore earn more money than he can spend and be rich enough to bring back an old WRC car for himself. Well, let's hope that is the case anyway. If the rumours are true and the Buk-meister is headed off some 12 months or so, then best of British/Queensland luck and we shall look forward to your return. There is the chance that he'd be picked up by a local London-based WRC team and go on to win the World Championship, of course. Then again, if my source got his facts wrong, then I'm sorry for all the fuss. If Bukky is sticking around, then get back to work and find some more seconds to win some more rallies, you slacker!!!

Clubman competitors together was stronger at almost any other rally I have participated in. Clubman rally crews should be proud of the strong level of mateship in our sport, as it is what sets us apart from most other forms of motorsport. Some classic examples of this that came out of this weekend are the instance when one of the competitors suffered mechanical woes before the event had even started. But with the assistance of fellow competitors they were able to make it to the start on time, and went on to win the event outright! Another example of this clubmanship was when husband and wife team of Simon and Margot Knowles melted their distributor cap on a newly fabricated, but unfortunately unwrapped, set of extractors. Fellow competitors did what they could to assist, but the shattered rotor button rendered their efforts in vain. Rather than load up and head home, the Knowles unhitched their 4WD tow-car, and went out in the forest to assist as a recovery team. When your whole day has turned to custard, to put your co-competitors needs in front of your own misery is a noble thing, and the very fabric that bonds our sport together. Well done!

The long awaited debut of Greg and Brendan McLeans' Toyota Teureno happened at the LCF. The car was not quite finished, but acquitted itself quite well. Greg believes that with some ongoing development, and increased familiarity with the car, that he might be able to slowly inch his way higher on the leader board in future rallies.

Paul Robison, navigated by Peter Baker, piloted his mega-quick Gemini within a gnat's whisker of the frontrunners. I'm sure a significant amendment will be made to Pauls' seeding for future rallies.

Matt Van Truin seems to have cast the monkey from his back. The last 12-18 months have been difficult for Matt, as he has accumulated more than his fair share of DNFs. His solid performance this weekend will no doubt lift his spirits.

Viv Gees wasn't competing this weekend, but his new rally car was on display out in the forest where he was helping with marshalling duties. For those who didn't see it, try and guess what Vivs' new car is?

Special mention has to go to Brad Smith, a keen Clubman competitor himself, these past few weeks must have been quite difficult. The passing away of his mother, work commitments, and the effort involved in editing the Club magazine, would have left Brad a little strained. Hopefully co-driving the winning rally car put a silver lining on what has been a fairly black cloud. On behalf of all Clubman competitors – condolences to Brad on his loss.

The KCF was a great event, starting off a touch slippery, but then turning into almost perfect conditions, and, coupled with the terrific Clubman atmosphere, it made the event even that much more enjoyable. I openly encourage all Clubman competitors to support the businesses that put their hard earned money into our sport. We thank Keith Falcrell for his ongoing support, and look forward to the third round of the Short Course series later in the year.

Remember; keep it upright, and out of the habitat!

The Bear

# KCF Round 2 – A Competitor View

Allan Griffin and Brad Smith

A drizzly overcast day dawned for KCF 2, and it was going to make the day interesting with some roads very quick and some very very slippery.

The Repco-Silverstone team were fairly optimistic of a good result, but knew things would have to go very well to catch the indecently fast 240K of current Clubman champs Nikki Doyle and Dave Gaines. Craig Porter and the BSCC team had things progressing smoothly and on time, so that at 10am after the first briefing, crews ventured out to the forest for recce. It was raining steadily, but only lightly, as crews checked and noted the seven and eight kilometre Stages. We already had some concern about Stanzas' screen-demisting capabilities!

Stage One, Ponderosa, had Allan Griffin drooling, the Stage being fairly quick and flowing with predominantly 3<sup>rd</sup> and 4<sup>th</sup> gear combination corners and tightening up for the last kilometre. With a great road surface, a '6' Crest in 5<sup>th</sup> gear and a neat little square turn at a house mid stage it was very satisfying indeed. Stage Two, Monsildale, was a continuation of the tight nature of Stage Ones' last few kilometres with predominantly 2<sup>nd</sup> gear corners, a creek crossing and very slippery road surface in parts. The roads opened up for a few kilometres mid-stage and we even saw 5<sup>th</sup> approaching the Spectator Point, then it was back into the tight stuff for a descent then climb to the finish. Once again a good road surface, but the mostly uphill nature of this one had the poor Stanza gasping.

Back to Jimna for a crew briefing after our two recce runs; which due to the compact layout of the Stages and a co-driver with an awesome ability to write in a bouncing car, we had time to spare. In an hour later it was down to business.

Stage One saw ARC regulars Paul Pyvaara and Anthony McLoughlin quickest by 6 seconds at 7.32, we were able to sneak in for 2<sup>nd</sup>, and signalling they meant business, tying for 3<sup>rd</sup> at 7.43 were Paul Bergmann and Hugh Reardon-Smith in their Escort matched by Colin O'Brien and Jason Delaney in their 1600. Dave Gaines and Nikki Doyle followed another five seconds adrift on 7.48; with Ralph French and Frederick Schotte using the WRX to good effect for a 7.52, and better was to come from these guys! Following closely was Tony Scott and Paul Wilding, setting a 7.55; one second quicker than Toa Cooper and Sharyn Kocho who were matched for 8<sup>th</sup> by Shane and Adam Turner in another rapid 'K'. Rounding out the Top Ten were Brent Poole and Andrew Young in their quick V8 Commodore.

Stage Two saw Paul and Anthony continue their dominance with an almost demoralising 6.07, a ten second advantage over Ralph and Frederick who really put that 4wd and grunt to advantage in the slippery climb. We were lucky to score 3<sup>rd</sup> another 4 seconds back as Dave and Nikki had to stop and back up somewhere and only took 2 seconds longer to complete the distance! Brent and Andrew liked this one better and came in

next on 6.29; followed by Shane and Adam whipping the K through in 6.32. Eugene Rutland and Michael McMahon jumped into the top ten in their great-sounding rotary with a 6.35, matched by Paul Bergmann and Hugh Reardon-Smith for 6<sup>th</sup>. The foxy's weren't to be left out, with Toa and Sharyn clocking a 38 and Tony Scott and Paul Wilding only 2 seconds in arrears. A small gap to fill, but the Gemini of Paul Robinson and Peter Baker did it by squeezing in for 10<sup>th</sup> with a 6.39.

Stage Three and back to Allan's favourite for a somewhat harder push this time. Passing the stranded Aussie Class Ute near the end of this stage opened the event up for a 'Clubbie' to grab, but it was a shame as these guys were the act we were all measuring ourselves against. Cars One and Two managed pole for this one on 7.25, just holding out the WRX of French and Schotte by 8 seconds; who were in turn being chased along by Paul Robinson and Peter Baker in their Gemini.

Next up were Toa and Sharyn just 3 seconds shy in the screaming Sunny for 5<sup>th</sup>. The Turner boys were equalled by Paul Bergmann and Hugh Reardon-Smith for 6<sup>th</sup> and kept honest by Tony Scott and Paul Wilding. 9<sup>th</sup> went three ways to Brent Poole and Andrew Young; Eugene and Michael in the Rotary, and Peter Kahler / Peter Stringfellow in another fast Gemini.

Stage 4 and Ralph and Frederick pushed hard to make it a three-way tie for pole, with The Stanza and the 240K on 6.09. Eugene and Michael were next in 4<sup>th</sup> only 9 seconds away, the Poole / Young Commodore on 6.22 chased by the Sunny on 6.25. The WRX was again together with Shane and Adam in the K on 6.43 for 7<sup>th</sup>, with the Robinson / Baker crew on a 6.31 and the Corolla of Scott and Wilding filling the Top Ten a solitary second later.

The penultimate Stage gave our Silverstone shod car a win on 7.10, some 28 seconds better than the first time through (it was a big push); with Dave and Nikki pondering how a 32 second improvement still left them 6 seconds in arrears. Next up yet another top effort by Scott and Wilding in their Corolla on 7.34 for 3<sup>rd</sup>. This Stage was fantastic as 3<sup>rd</sup> to 10<sup>th</sup> were separated by a mere 10 seconds. Lucky last and the 240K crew set the record straight by claiming back 6 seconds for a stage win on 6.06, the Repco-Silverstone Stanza crew suffering from driver brain fade a few times after the Spectator Point.

Another well put together event run to a format that should be the standard. The conditions were fairly tricky, as evidenced by a number of minor incidents, but the recce / pace note format kept them at just that – minor. Thanks must go out to the whole organising team and all the people who volunteered for controls, blocks, set up, etc.

Thanks especially to event sponsors Keith Fackrell and family (KCF Rallysport), series sponsors Philcom Communications and Tyretech, and the Forestry for allowing us to use this great area.

On a personal note a thank you to our crew of Nathan Phipps and Robby Lewis; Repco for cost-effective solutions, and Rod and Kerry at Neta Tyre and Auto for a Silverstone tyre that has done a lot for our stage times and accident reduction.

# KCF RALLYSport SHORT COURSE RALLY - 4 August 2001

## PROVISIONAL TIMES



Car	Entrant	Entrant/Driver	Co Driver	Vehicle	KCF Class	Club Class	HEAT 1			HEAT 2			HEAT 3			Total	O/R	KCF Class
							Pondrosa 1	Monstiale 1	Heat Total	Pondrosa 2	Monstiale 2	Heat Total	Pondrosa 3	Monstiale 3	Heat Total			
1	D. Gaines	Dave Gaines	Nikki Doyle	Datsun 240K	R4		0:07:48	0:06:23	0:14:11	0:07:25	0:06:09	0:13:34	0:07:16	0:06:06	0:13:22	0:41:07		
2	A Griffin	Allen Griffin	Brad Smith	Nissan Stanza	R3	P3	0:07:38	0:06:21	0:13:59	0:07:25	0:06:09	0:13:34	0:07:10	0:06:12	0:13:22	0:40:55		
3	B Poole	Brent Poole	Andrew Young	Commodore	R4		0:09:00	0:06:29	0:14:29	0:07:51	0:06:22	0:14:13	0:07:39	0:06:22	0:14:01	0:42:43		
4	T Cooper	Tom Cooper	Shawn Kocho	Nissan Sunny	R1	P1	0:07:55	0:06:38	0:14:34	0:07:41	0:06:25	0:14:06	0:07:37	0:06:19	0:13:56	0:42:36		
5	P Kohler	Peter Kohler	Peter Stangefellow	Holden Gemini	R2	P2	0:08:15	0:06:50	0:15:05	0:07:51	0:06:33	0:14:24	0:07:38	0:06:53	0:14:31	0:44:00		
6		Paul Bergmann	Hugh Reardon-Smith	Ford Escort	R3	P3	0:07:43	0:06:35	0:14:18	0:07:43	0:06:26	0:14:09	DNF					
7	P Stewart	Peter Stewart	John Rucht	Fiat 131	R3	P3	W/D											
8	S Turner	Shane Turner	Adam Turner	Datsun 240K	R4	P4	0:07:56	0:06:32	0:14:28	0:07:43	0:06:26	0:14:09	0:07:38	0:06:21	0:13:59	0:42:36		
9	R Ford	Rex Ford	Debbie Dillon	Datsun 1600	R3	P3	W/D											
10	C O'Brien	Colin O'Brien	Jason Delaney	Datsun	R4		0:07:43	DNF										
11	W Depper	Wes Depper	John McGuinness	Datsun 1600	R3		0:08:56	0:09:19	0:18:15	0:08:27	0:07:01	0:15:28	0:08:09	0:06:46	0:14:55	0:48:38		
12	R French	Ralph French	Frederick Schotta	Subaru	R5		0:07:52	0:06:17	0:14:09	0:07:33	0:06:09	0:13:42	DNF					
13	E Rutland	Eugene Rutland	Michael Moklaton	Mazda	R4		0:08:22	0:06:35	0:14:57	0:07:51	0:06:18	0:14:09	0:07:48	0:06:16	0:14:04	0:43:10		
14	S Berry	Steve Berry	Myles Frost	Holden Gemini	R2	P2	0:08:05	0:06:49	0:14:54	0:07:53	0:06:35	0:14:28	0:07:49	0:06:39	0:14:28	0:43:50		
15	M van Tuinen	Mik van Tuinen	Ryan Parker	Suzuki Swift Gt	R1	P1	0:08:18	0:06:58	0:15:16	0:07:55	0:06:37	0:14:32	0:07:44	0:06:47	0:14:31	0:44:19		
16	P Young	Paul Young	Daniel Kable	Holden Gemini	R2	P2	0:08:14	0:07:01	0:15:15	0:07:52	0:06:33	0:14:25	0:07:43	0:06:38	0:14:21	0:44:01		
17	D Clement	Duncan Clement	Jessamy Paick	Datsun 1600	R2	P2	W/D											
18	K Samway	Ken Samway	Andy De Francis	Nissan 80 Stanza	R3		0:08:43	0:07:06	0:15:49	0:08:18	0:06:50	0:15:08	0:08:04	0:06:42	0:14:46	0:45:43		
19	R Simmons	Rhys Simmons	Zahir Miesgijl	Ford Escort	R3		0:08:49	0:07:17	0:16:06	0:08:37	0:07:08	0:15:45	0:08:24	0:06:55	0:15:19	0:47:10		
20	M Young	Michael Oldano	Michael Young	Holden Gemini	R2	P2	0:08:09	0:14:57	0:23:06	0:08:09	0:06:39	0:14:48	0:07:55	0:06:43	0:14:38	0:52:32		
21	K Wilson	Karl Wilson	Russell Bysson	Datsun 1600	R3	P3	0:08:45	0:07:11	0:15:56	0:08:19	0:06:55	0:15:14	0:08:21	0:06:58	0:15:19	0:46:29		
22	R Dixon	Rob Dixon	Larissa Steyning	Toyota Corolla	R1	P1	0:08:26	0:07:10	0:15:36	0:08:11	0:07:00	0:15:11	0:08:05	0:07:01	0:15:06	0:45:53		
23	S Kovvits	Simon Kovvits	Margot Knowles	Toyota Sprinter	R2	P2	DNF											
24	D Ovensen	David Ovensen	Colin Moyse	Mitsubishi Lancer	R2		0:08:19	0:06:47	0:15:06	0:07:57	0:06:59	0:14:56	0:07:53	0:06:31	0:14:24	0:44:26		
25	G Mitchell	Glen Mitchell	Garry Briggs	Ford Escort	R3	P3	DNF											
26	S Harney	Stewart Harney	Neil Harney	Mazda RX2	R4		0:08:29	0:07:04	0:15:33	0:08:30	0:06:55	0:15:25	0:08:03	0:06:47	0:14:50	0:45:48		
27	K Smith	Kingsley Smith	Shane MacDonald	Lada Samara	R1	P1	0:08:26	0:07:03	0:15:29	0:08:10	0:06:54	0:15:04	0:07:58	0:06:51	0:14:49	0:45:22		
28	L Riehnzler	Lee Riehnzler	Gerard Chibbs	Holden Gemini	R2		0:08:44	0:09:36	0:18:20	0:08:13	0:06:47	0:15:00	0:08:05	0:06:51	0:14:56	0:48:16		
29	B Bingham	Bob Bingham	Gary Webb	Holden Gemini	R2		0:08:38	0:07:10	0:15:48	0:15:21	0:07:01	0:22:22	0:08:22	0:06:35	0:15:17	0:53:27		
30	P Robson	Paul Robson	Peter Baker	Holden Gemini	R2	P2	0:08:02	0:06:39	0:14:41	0:07:38	0:06:31	0:14:09	0:07:35	0:06:31	0:14:06	0:42:56		
31	S Jordan	Steven Jordan	Craig Hindlow	Ford Escort	R3		W/D											
32	M Middlelorgen	Mark Middlelorgen	Tim Collingwood	Honda	R1	P1	W/D											
33	B Armitage	Brent Armitage	Adrian Bulmanis	Holden Gemini	R3		0:08:36	0:07:05	0:15:41	0:08:19	0:07:04	0:15:23	DNF					
34	G McLean	Greg McLean	Branden McLean	Toyota	R2		0:08:34	0:06:50	0:15:24	0:08:10	0:06:57	0:15:07	0:08:03	0:06:37	0:14:40	0:45:11		
35	K O'Hara	Darcy O'Hara	Jim Dawson	Nissan 280Z	R4		0:08:51	0:07:14	0:16:05	0:08:47	0:07:26	0:16:13	0:08:34	0:07:13	0:15:47	0:48:05		
36	K Woodhead	Kevin Woodhead	Tony Best	Ford Escort	R3		W/D											
37	R Cobb	Richard Cobb	Brian Cobb	Datsun 1600	R3		0:10:02	0:08:35	0:18:37	0:09:53	0:08:14	0:18:07	0:09:37	0:08:15	0:17:52	0:54:36		
38	T Scott	Tony Scott	Paul Wilding	Toyota Corolla	R1		0:07:55	0:06:40	0:14:35	0:07:46	0:06:32	0:14:18	0:07:34	0:06:26	0:14:00	0:42:53		
39	J Stankovius	Jon Stankovius	Darryl Woodhead	Toyota Celica	R2		0:08:57	0:07:25	0:16:22	0:08:38	0:07:09	0:15:47	0:08:22	0:07:23	0:15:45	0:47:54		
40	T Arbon	Tony Arbon	Holly Arbon	Toyota Celica	R3		0:09:41	0:08:36	0:18:17	0:09:22	0:08:20	0:17:42	0:09:07	0:08:01	0:17:08	0:53:07		
41	321 Go Rallying	Paul Pywara	Anthony McLoughlin	Holden Ute	R4		0:07:32	0:06:07	0:13:39	0:09:56	DNF							

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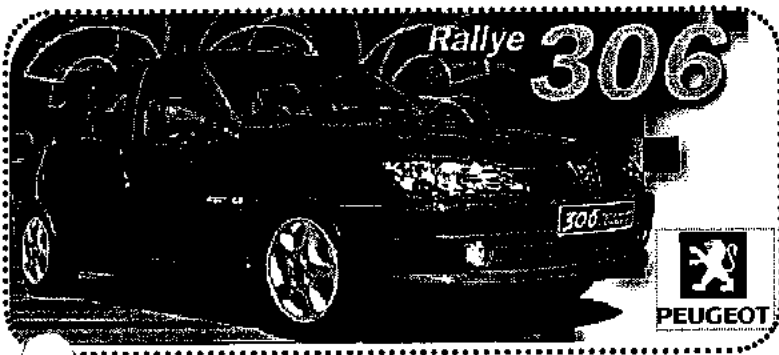


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HQ, directing from the command-post and making sure the event runs on time and to the hectic running schedule.

Notwithstanding this fact, of course, action aplenty is happening out in the field and sometimes things don't go quite to plan for competitors and event alike. On those occasions, the last thing to do is to run to the C-of-C (and it doesn't matter if he's your best mate) and have a big gripe about a road blockage, or a wrong route-chart 'tulip' etc.

Even if the man is standing next to you in the loo, do not take your problems to him there and then. The person any competitor needs to address is, logically, the CRO. When I have been the CRO, I tend to remain in and around the HQ or the major service at HQ, because it's usually there that the CRO can be most visible and accessible.

At Gallangowan for instance, I wandered off to the major off-site service to see if there were any complaints or problems and then head back to the base.

In Townsville however, I wasn't blessed with a set of wheels and that meant that I was stationary at Cardwell during the event but tried to be seen by all. The CRO usually tends to wear something bright that will attract attention because he/she should not be blending into the crowd.

As stated, the CRO needs to be seen by any competitor if required.

Something most will have noted is that you may have a story to tell and I (any CRO) will listen attentively and seriously to the issue, but will most likely ask you to commit the matter to paper.

This is so that the matter can be dealt with properly at the appropriate time, which in most cases is after the end of the competition.

Matters brought to the attention of the C-of-C may include requests for 'compassionate time', wrong tulips/ instructions, insufficient time or possible misunderstandings about the times permitted when a re-route happens. After the finish of the rally, all of the things which have happened through the day are considered and in some cases allowances can be made.

The important role of the co-driver or competitor is to make it clear and straight forward in your written explanation.

My immediate understanding might be fine, but hours later the Alzheimers has started to play up and it might not be as straight-forward the second time around.

So, in summary the CRO is the go-between, between the formal competitors and crews and the organisers including the Clerk-of-Course.

This is an important job, and whereas years ago the role was a bit of an add-on in some rallies, you'd be lucky to find an event without one.

I think at Rally Australia there are about three experienced individuals whom all the internationals and locals get to know.

Tom Smith

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## Prohibited Substances in CAMS-Permitted Motor Sport

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### A. BROAD CLASSES OF SUBSTANCES PROHIBITED IN MOTORSPORT INCLUDE:

- 1 **STIMULANTS** eg amphetamines, cocaine, ephedrine, salbutamol (Ventolin) and terbutaline (Bricanyl).

The latter two are permitted by inhaler only and only with prior written notification of the physician. Caffeine is permitted provided the concentration in the urine does not exceed 12 micrograms/ml.

- 2 **NARCOTIC ANALGESICS** eg diamorphine (heroin), methadone, morphine, pentazocine, pethidine and related substances.

- 3 **ANABOLIC AGENTS** (anabolic androgenic steroids)  
eg, fluoxymesterone, methenolone, nandrolone, oxandrolone, stanazol, testosterone and related substances.

- 4 **DIURETICS** eg chlorthalidone, frusemide, hydrochlorothiazide, spironolactone and related substances.

These are widely used for the elimination of excess fluid from tissues in certain pathological conditions and in the treatment of high blood pressure. They may be misused by competitors for two main reasons: to reduce weight quickly in sports where weight categories are involved, and to reduce the concentration of drugs by diluting the urine.

### PEPTIDE AND GLYCOPROTEIN HORMONES AND ANALOGUES eg HCG, ACTH, HGH.

Administration of these compounds increases the rate of production of the body's own steroids and is considered equivalent to the administration of steroids. Erythropoietin induces changes similar to blood doping and is therefore prohibited.

In addition to the IOC list of prohibited substances, CAMS Limited may prohibit or restrict the use of the following substances.

### 6 ANTIHISTAMINES ("anti-allergy" drugs)

The older antihistamines (eg pheniramine, diphenhydramine, promethazine, chlorpheniramine etc-) have been shown to impair motor skills and judgement and may have an additive effect with other medications.

They should not be taken in the twenty-four hours prior to a motor sport event.

The newer "non-sedating" antihistamines (terfenadine, loratadine, astemizole and

cetirizine) have not been shown to significantly impair motor skills or judgement and are permitted.

## 7 PSYCHIATRIC DRUGS

Most of the psychiatric medications are liable to cause some degree of drowsiness or diminished concentration or motor performance. These drugs are also used to treat many conditions which are themselves a contraindication to participation in motor sport. However the individual response to these drugs is very difficult to predict and the drugs may be taken for many different conditions and in greatly varying dosages,

In general, the following drugs are prohibited if currently taken.

- tricyclic, tetracyclic and MAOI antidepressants
- antipsychotics
- minor tranquillisers and sedatives
- CNS stimulants (included on the IOC list)

If a person has been taking any of these drugs on a regular basis, a period of at least two weeks should elapse before they can be assessed for fitness to participate in motor sport.

The drugs which may be permitted after individual assessment include:

- maintenance treatment with SSRI or RIMA
- antidepressants
- maintenance treatment with "mood stabilisers" (eg lithium, carbamazepine or sodium valproate)

## B. CLASSES OF DRUGS SUBJECT TO CERTAIN RESTRICTIONS IN MOTOR SPORT

### Alcohol

Tests may be conducted for ethanol. The blood alcohol content must be 0.00mg/100mL. Positive results will lead to sanctions.

### Marijuana

Tests may be conducted for cannabinoids (Marijuana, Hashish etc) Positive results will lead to sanctions.

### Local anaesthetics

Injectable local anaesthetics are permitted under the following conditions:

- that bupivacaine, lidocaine, mepivacaine, procaine etc. are used but not cocaine. Vasoconstrictor agents (e.g. adrenaline) may be used in conjunction with local

anaesthetics.

- only local or intra-articular injections may be administered;
- only when medically justified.

In agreement With International Sports Federations and the responsible authorities, notification of the permitted use may be necessary except for dental application. The details including diagnosis, dose and route of administration must be submitted prior to the competition or, if administered during the competition, immediately after injection, in writing to the relevant medical authority.

### Corticosteroids

The use of corticosteroids is banned except:

- for topical use (mucosal) but not rectal;
- by inhalation.,
- by intra-articular or local injection.

The IOC Medical Commission has introduced mandatory reporting of athletes requiring corticosteroids by inhalation during competitions. Any team doctor wishing to administer corticosteroids by inhalation or by local or intra-articular injection, or by inhalation, to a competitor must give written notification prior to the competition to the relevant medical authority.

Beta-blockers, eg:

- alprenolol          atenolol
- metoprolol        oxprenolol
- propranolol
- and related substances

The IOC Medical Commission has reviewed the therapeutic indications for the use of betablocking drugs and noted that there is now a wide range of effective alternative preparations available in order to control hypertension, cardiac arrhythmias, angina pectoris and migraine. Due to the continued misuse of beta-blockers in some sports where physical activity is of no or little importance, the IOC Medical Commission reserves the right to test those sports which it deems appropriate.

## D FURTHER INFORMATION

For further information please refer to the Medical Assessor in your state or phone the Drugs in Sport Hotline - 1800 020 506.

See also the IOC list of prohibited substances.

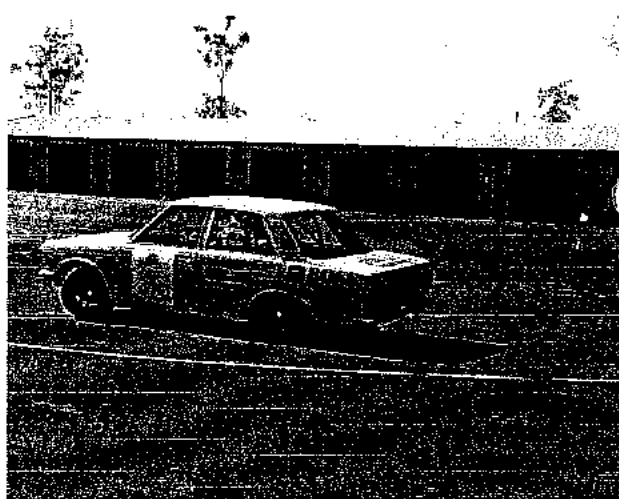
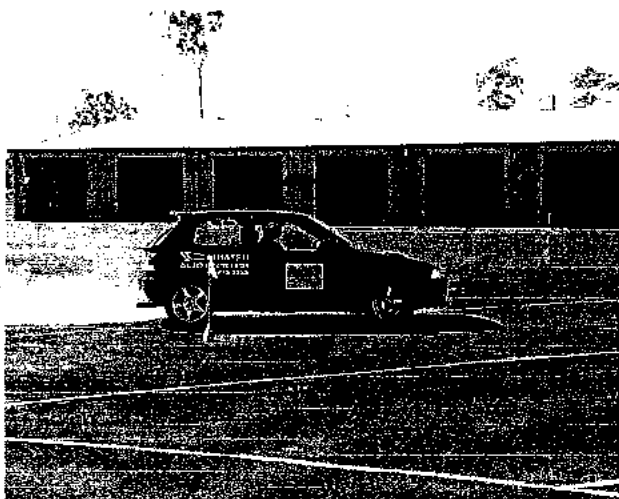
# INTERCLUB MOTORKHANA - WILLOWBANK

8 July 2001 or Acting Liking a Hoon for a Day!

Henry Ryman

Eight members of BSCC fronted for the third round of the interclub Championship. Thanks go to: Marc Zande, Diahatsu Charade Detomaso, Peter Turner in another Detomaso, Harry Doling (Datsun 1200), Bob and Darren Kurzok (Datsun 1600, set up for Targa type events and run in Adelaide last year), Matthew Abbott (Mini), Henry Ryman (Suzuki Baleno (fast enough to have a ball and for sale), Andrew Murray (HSV Commodore). Nine tests were set for the day. I looked at the list and recognised about two of them (26 years since I last completed in a Motorkhana State Round). Matthew, Peter and Harry all drove well. I kept on knocking over flags and Mark, Bob and Darren did well but had the occasional wrong direction. A great day was had by all. We, the BSCC team, finished 3rd outright and are still leading the competition by two points.

BSCC	22points	SPARC	20points	HSCC	20points
GCT	14points	IWMCC	11points	QSA	2points



Photos from HOLDEN SPORTING CAR CLUB OF QUEENSLAND Web Site <http://www.users.bigpond.com/doyle.tlsg/>

## Insurance: What you have and what you should consider

Insurance is an important consideration for anyone taking part in the potentially-dangerous pursuit of motor sport. While certain cover is provided under club and individual affiliation (such as entrants) with CAMS, many aspects of motor sport and club activities require more than basic insurance. CAMS has published a document overviewing what your affiliation fee gives you and what other insurance you and your club should consider, particularly for serious competition.

This document is available from the "Whats New" section the the Brisbane Sporting Car Club Web Site:

<http://www.bscc.asn.au>

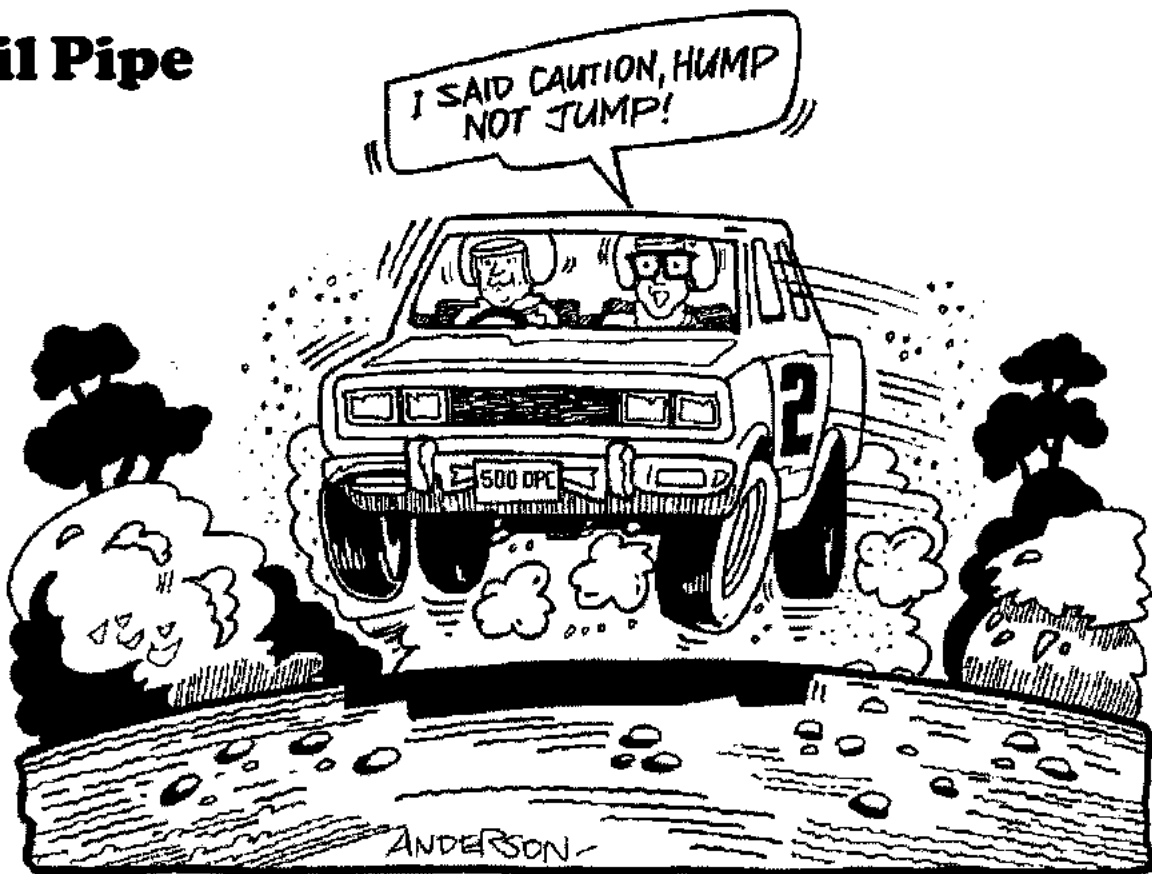


# KCF Round 2 Photo Gallery



Photos courtesy of Marc Zande

## Tail Pipe



# Classifieds

**Compomotive Wheels** to suit Subaru WRX x 6. TH-2 design. All one event old. No Longer needed. \$250.00 each. **SAAS fixed back seats** x 2. Good condition. \$350.00 the pair. **Version 5 WRX motor** complete intercooler, turbo and airflow meter. Done 2,500km. \$6 000.00 **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**  
1974 2 door rally car with fresh 1600 motor with N0. 5 cam and twin webbers, 4 speed close ratio gearbox, LSD, hydraulic handbrake, VDO dash, flares, mag wheels and registered.  
\$4600.00 *Phone David Ovenden on 0411 600 594 or 07 3805 3692.*

**VH SS Commodore rally car**  
308, 6 speed, Harrop floating rear with detroit locker. Bilsteins, terratrip, terraphone, 4 super oscar. Very competitive car. \$10 000  
*Phone Mark on 54828317*

**XD Ute**  
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.

**Rally tyres**  
Dunlop 84R x 4 185/65R14 50% used \$50.00 each. Bridgestone RE380R x 2 185/65R14 New \$100 each. Bridgestone RE380R x 2 185/65 R14 50% used \$50.00 each, *Phone Paul Kurzok Work 33764988 Home 33768885.*

**Mazda Familia**  
Steel cage Albins dog box with Mazda 60-40 viscous coupling proflax. Eleven wheels. Terraphone and terratrip. \$6,500.00  
*Telephone Wes on 0413 297 966.*

**Toyota Sprinter Coupe**  
1983 model (ground up rebuild in 1994). Red 2pack paint job; high tensile steel roll cage by John Goasdoue; 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.*

**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**

**8 185/70x14 Maxsport GB8 Rally Tyres.**  
Brand new - never used. \$100.00 each or \$650.00 the lot.  
1 202 terratrip \$350.00  
1 303 Terratrip \$400.00  
Turini Spotlights \$100.00 each  
Cibie Super Oscar lights \$80.00 each  
*Phone Norm Singleton 3289 1082*

**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 Engineing \$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, FLA 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**  
ready to rally, fully worked reconditioned motor, rally seats and harness, tripmeter, full cage, driving lights, etc. 2 sets rally rubber, setroad wheels. Logbook, RWC. \$4200. *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 5446 6145 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@onastralia.com.au*

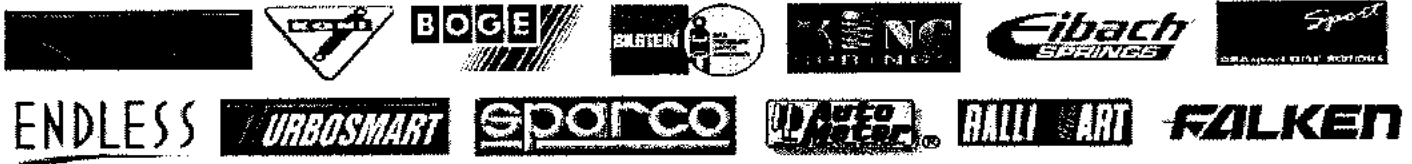


# Motorsport

Professional Suspension Set Ups, With Championship Results

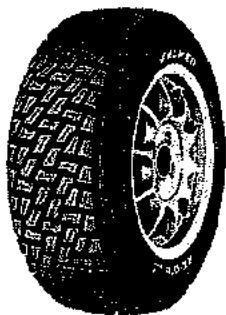
## Car Club Member Discounts

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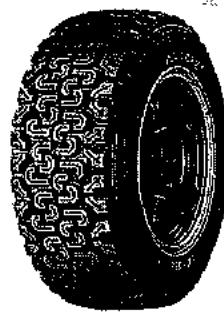


# FALKEN TYRES

## Motorsport Distributor



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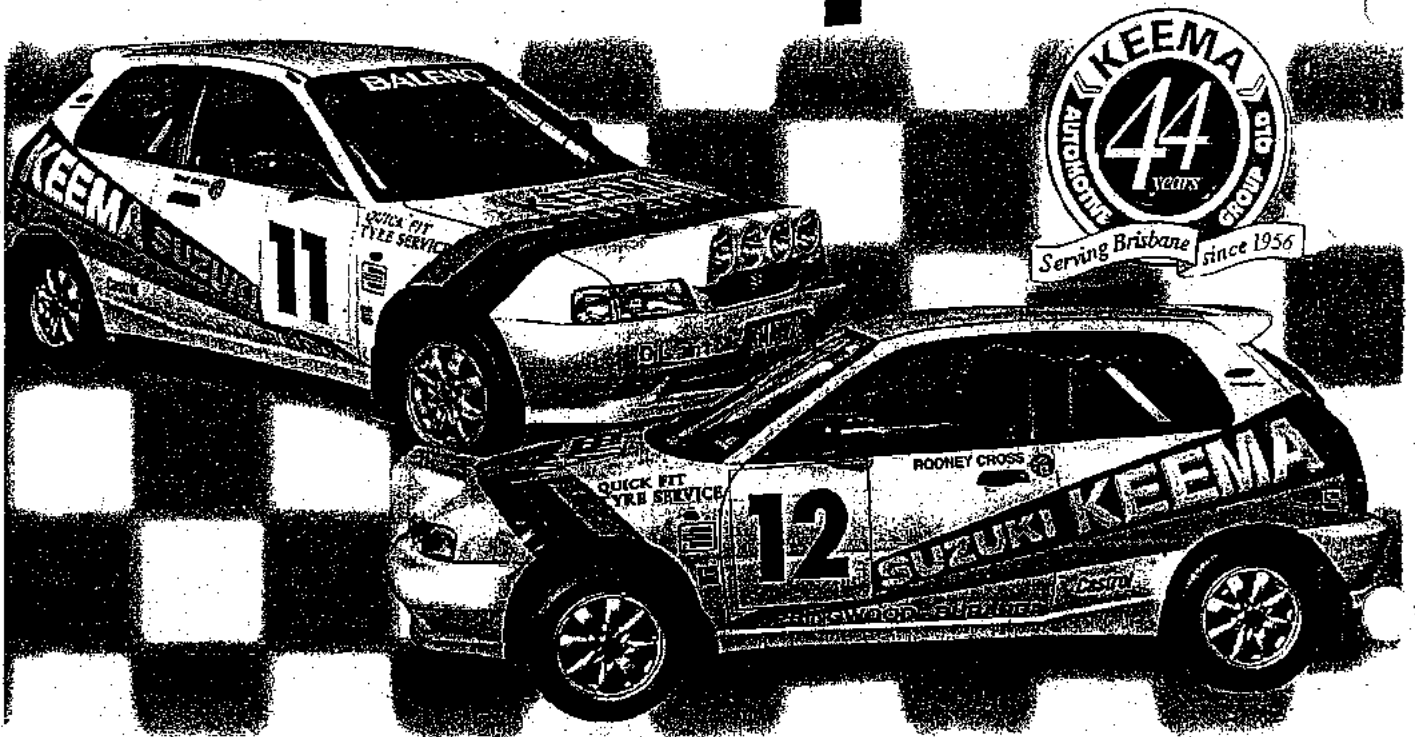
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