

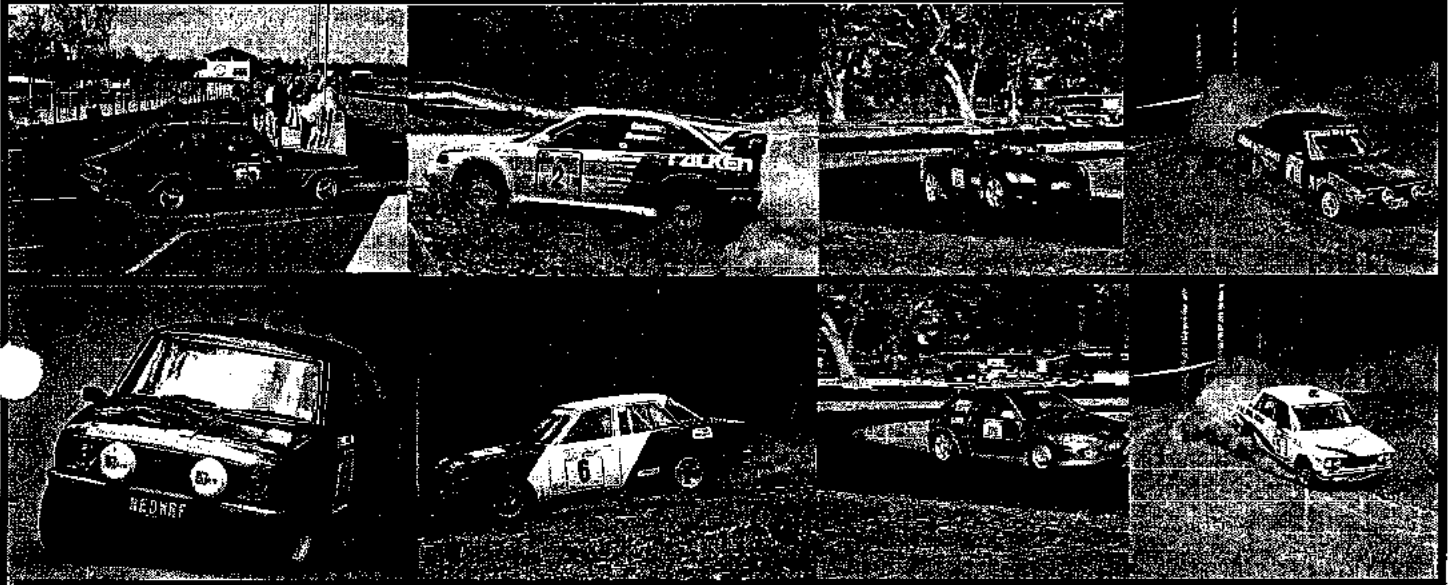
# BRISPORT

THE NEWSLETTER OF THE  
BRISBANE SPORTING CAR CLUB.

WEST END. PHONE 3846 0233.



September 2001 Newsletter



## Recent Events

PIRELLI TYRES LEYBURN ROAD RALLY  
BAILEYS POWERLINES RALLY

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# PRESIDENT'S PIECE

BY CRAIG PORTER

I was very disappointed with the cancellation of the German Autos Enduro sponsored off road event to be held at Gatton on the 12th of August. No matter what this club does to support and run events competitors are staying away for a myriad of reasons, a number of which leave Rod Sams and I wondering what is going on with the sport.

Rod last week went down to Warialda in New South Wales for an event with some sixty competitors entered in their event. We need to know the answers to help the sport in Queensland, competitors it's over to you. On a happier note, although again a rally event suffering entries, Del Garbett and her team delivered an excellent event last weekend.

The Bailey Powerlines Rally was run around the Imbil area throughout the day with two stages run at night. A popular win to John Spencer in his ever reliable Datsun 1600, The Blue Streak. I was the Course Car and I must say that the roads were spectacular, fast with a little of everything in them.

Interesting to note competitors, with such a small entry list mid thirty's to our usual late fifty's you could count the number of competitors helping on the event on one hand. Not a good sign for our sport.

However some answers will become apparent on the 3rd of November when we run a Rally Forum at our clubrooms to ascertain and act upon this very reason for the drop off in competitors running in events. Again it is up to you to support and suggest what you believe we can do to improve the sport.

Our Wednesday night guest speaker programme is working well with Bob Carpenter along on the 10th of October to talk about this years Australian Safari. Jim Reddix will also be talking about his adventures in a long and very interesting involvement in motorsport. Until next month.

Craig Porter  
President

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

**BRISPORT MAGAZINE  
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**Web Site**  
www.bscc.asn.au

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

**CONTACT DETAILS:**  
All correspondence, entries, etc for the Club should be addressed to:  
BRISBANE SPORTING CAR CLUB LTD  
P O BOX 3529  
SOUTH BRISBANE BC QLD 4101  
Telephone: (07) 3846 0233  
Facsimile: (07) 3846 0244

## BSCC Board - contact list

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Magazine:			
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	Sub-Committee	<b>Tom Smith</b>	3862 9363
		<b>Jamie Macfarlane</b>	3272 2020



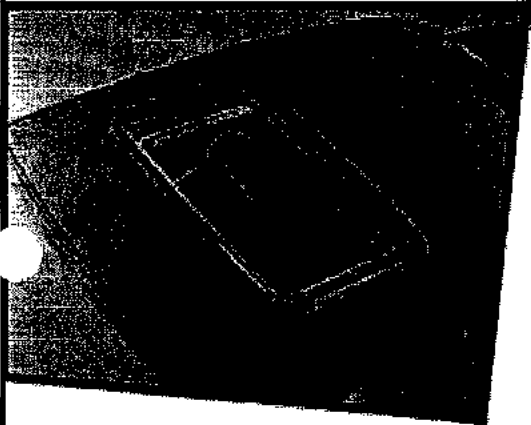
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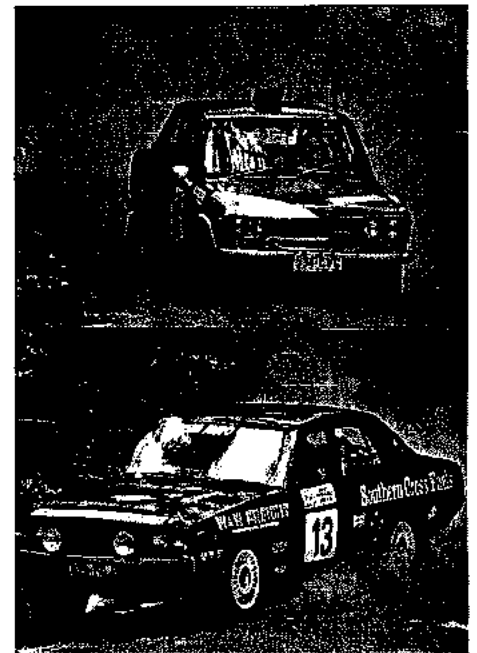
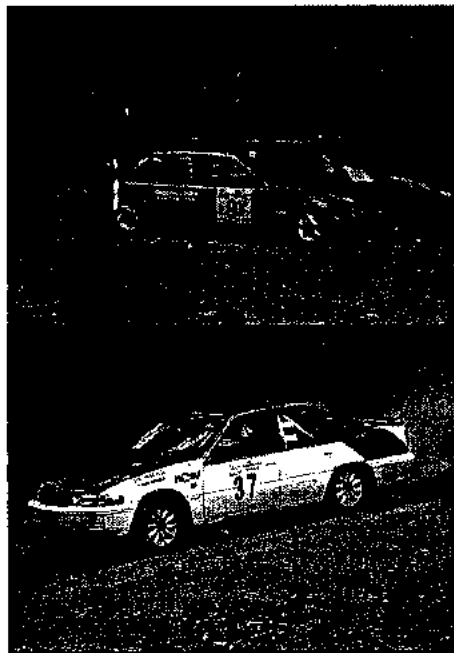
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## Photo Gallery - Baileys Powerlines Rally 2001 (Photos by Marc Zane and Brad Smith)



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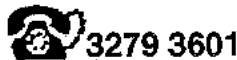
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## CLUB CHAMPIONSHIPS POINTSCORES

Following are updated Pointscores for the 2001 BSCC Off Road, Short Course Rally (formerly Rallysprint) and Touring Road Event Championships. As the club will not be running any more Off Road events this year the results from the Quick Fit Tyre Service Ipswich 300 have determined the Club's Off Road Championship and Wayne Bannan is the club's Off Road Champion for 2001. The points are extremely close in the Short Course Rally Championship and the final round of the KCF Series on Saturday 10 November will determine the Club Champion

### FINAL POINT SCORE - OFFROAD CHAMPIONSHIP

	Ipswich 300	Final point score
Wayne Bannan	11	11
Janelle Svenson	10	10
Laurence Svenson	10	10
Michael Collins	8	8
John Moore	8	8
Sharyn Moore	8	8

### TOURING ROAD EVENT CHAMPIONSHIP (formerly Historic)

	Motor Show	Coastal Challenge	Pirelli Tyres Leyburn	Progress Pt/Score
Harry Doling	5	11	10	26
Tim Gepp	5	11	10	26
Peter Turner	8	10	5	23
Steve Jones	10	-	9	19
Henk Kabel	10	8	-	18
Cedric Reinhardt	10	8	-	18
Andrew Gordon	8	9	-	17
Evan Jones	5	-	8	13
Dick Owen	11	-	1	12
Craig Bean	-	4	7	11
Tony Best	11	-	-	11
Richard Chaseling	-	-	11	11
n Keen	-	-	11	11
John McGuinness	-	7	4	11
Joe Perich	-	4	7	11
Marc Zande	-	7	4	11
Paul Koch	-	5	3	8
Harri Piekala	-	5	3	8
Fred van Tuinen	8	-	-	8
Peter Whalley	-	-	8	8
Ian Warnett	1	6	-	7
Greg McGjuinness	-	-	6	6
Ian Ferguson	5	-	-	5
Mark Gilbert	5	-	-	5
Keith Mackay	5	-	-	5
Margaret Mackay	5	-	-	5
Aidan Rice	-	3	1	4
Shane Cumpston	-	3	-	3
Trent Dutton	-	-	2	2
Maurice Finn	-	-	1	1
Dick Groves	1	-	-	1
Neil Moxey	-	-	1	1
Christine Rice	-	-	1	1
Henry Ryman	-	-	1	1
Brad Smith	1	-	-	1

in this category. Points are also reasonably close in the Touring Road Event Championship with one event remaining, the Wallangarra Road Rally, on Saturday 20 October. Club members are asked to check their pointscores and notify the Club Registrar Tony Best (phone 3371 0367) if they do not agree with any of these scores.

### SHORT COURSE RALLY CHAMPIONSHIP (Formerly Rallysprint)

		Round 1	Round 2	Progress pt/score
1	Nikki Doyle	1	10	11
2	Brad Smith	-	11	11
3	Steve Wall	11	-	11
4	Steve Berry	4	6	10
5	Andrew Carrigan	10	-	10
6	Tristan Carrigan	10	-	10
7	Myles Frost	4	6	10
8	Ryan Parker	6	4	10
9	Ben Atkinson	9	-	9
10	Chris Atkinson	9	-	9
11	Brent Poole	-	9	9
12	Ron Peters	8	-	8
13	Mark Phillips	8	-	8
14	Tony Scott	-	8	8
15	Paul Wilding	-	8	8
16	Rex Ford	7	-	7
17	Paul Robison	-	7	7
18	Daniel Kable	1	5	6
19	Henry Ryman	6	-	6
20	Paul Young	1	5	6
21	Liam Mahoney	5	-	5
22	Sharon Swan	5	-	5
23	Ralph French	3	-	3
24	Colin Moyse	-	3	3
25	David Ovenden	-	3	3
26	Fred Schotte	3	-	3
27	Bob Bingham	1	1	2
28	Gary Briggs	2	-	2
29	Andy de Francis	1	1	2
30	Shane MacDonald	-	2	2
31	Glenn Mitchell	2	-	2
32	Ken Samway	1	1	2
33	Kingsley Smith	-	2	2
34	Gary Webb	1	1	2
35	Tony Arbon	-	1	1
36	Holly Arbon	-	1	1
37	Garard Childs	-	1	1
38	Brian Cobb	-	1	1
39	Richard Cobb	-	1	1
40	Wes Depper	-	1	1
41	Margot Knowles	1	-	1
42	Simon Knowles	1	-	1
43	Gary Lieberam	1	-	1
44	John McGuinness	-	1	1
45	Michael Oldano	-	1	1
46	Jason Page	1	-	1
47	Cameron Reeves	1	-	1
48	Lee Riethmuller	-	1	1
49	Jon Stankevicius	-	1	1
50	Karl Wilson	-	1	1
51	Darryl Woodhead	-	1	1
52	Michael Young	-	1	1

# 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 recent issues of Brisport.

The BSCC events that will be run between now and the end of the year are:

Wallangarra Road Rally    Saturday 20 October  
Round 3 KCF Series        Saturday 10 November  
Keema Rally Gallangowan   Saturday 1 December

## TROPHY PRESENTATION FOR BAILEY POWERLINES RALLY

The Trophy Presentation for the Bailey Powerlines Rally will be held at the BSCC Clubrooms, 206 Montague Road, West End on Wednesday 26 September, commencing at 8pm.

All competitors, officials, service crews, and other interested people should make the effort to attend this function to show their appreciation towards the event sponsors and organising committee.

## 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 CLUBROOMS

The next guest speaker will be Jim Reddix who will be speaking at the Clubrooms on Wednesday 10 October.

Jim has been around the Club and motor sport for a long time. He is a life member and former Club President of BSCC. He has competed in and organised many events, and is probably best known for his win in the 1974 London to Munich Rally via the Sahara Desert. He has also competed in a London to Sydney Rally, a Round Australia Rally, the Australian Safari, and many others.

He is also well known as a lover of French cars and used to sell Citroens and Peugeots. He now spends a fair bit of his time restoring old cars and helping at motor sport events and the Brisbane Motor Show.

This is an evening that all Club Members should make the effort to attend. Starting time is 8pm.

## HOLDEN SPORTING CAR CLUB NIGHT RUN

The Holden Sporting Car Club is holding its next Night Run on Friday 12 October. The event starts from Armstrong Holden at Wooloongabba and the start time is 7.30pm.

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

## 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 a 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).*

## 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 19 October. The run starts 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).*

## WALLANGARRA ROAD RALLY

The Wallangarra Centenary of Federation Classic Rally is a Touring Road Event to be run on Saturday 20 October.

This event is part of the Stanthorpe Shire Centenary celebrations and is a big weekend in Wallangarra to celebrate the anniversary of the opening of the interstate railway line (which since been ripped up on the NSW side). The event will start from Ipswich at 8.30am and will have four or five Special Tests and finish at Wallangarra at approximately 2.30pm.

The navigation between the Special Tests will be made extremely easy and no crews should become lost, but the navigators will still be kept busy. Rally competitors who do not like map reading navigation should therefore enjoy this event.

With the cancellation of the Gold Coast Tourist Trophy this event should be the closest that Queensland competitors will get to a bitumen Special Stage Rally.

*For Further Information contact Marc Zande on 0412-878852 (anytime).*

# COMING EVENTS

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

## AARGRALLYSPRINT

The Australian All Rally Group is running their next Rallysprint on the weekend of the 20-21 October. 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).*

## KHANACROSS

The Gold Coast Tweed Motorsporting Club is conducting a khanacross at Parklands Showgrounds, Gaven, Gold Coast on Sunday 21 October. Scrutineering will be from 8am-9am, with a 10.30am briefing and a 9.30am start. This will be a great venue with a well formed gravel track. Rally tyres are allowed.

*For further information contact Darcy Oldham on 55 746 378 (home).*

## GOONDIWINDIOFFROADEVENT

The Pioneer Watertanks 400 is the fourth and final round of the 2001 Australian Off Road Championship, also the fifth and final round of the Queensland Off Road Championship. It will be held on the weekend of the 27-28 October and organised by SEQORRA and the Goondiwindi Motorsport Club.

The course for the event is situated only 10 kilometres from Goondiwindi. Scrutineering will be held on the Friday night with reconnaissance and the prologue on the Saturday morning. The first heat will be held on the Saturday afternoon with the second and third heats on the Sunday. Each heat consists of three laps of the 45 kilometre track.

*For further information contact Andrew Manning on 0415-451514 (anytime).*

## NAVIGATIONRUN

For the last few years Dr Nigel Johnson has been organising the "Brisbane Topless Car Run" to raise money for breast cancer research.

This year it is being held on Sunday 28 October. It is designed as a fun event with reasonably simple navigation. Entry is not restricted to open cars and any type of vehicle is eligible to enter. The entry fee is only \$10. The event starts at 8.15am from the Logan Food Fair Car Park, 3900 Pacific Highway Loganholme and finishes around lunchtime.

*For further information contact Dr Nigel Johnson on 32876748 (home).*

## TROPHYPRESENTATIONFORWALLANGARRAROAD RALLY

The presentation of trophies for the Wallangarra Centenary of Federation Classic Rally will be held at the BSCC Clubrooms, 206 Montague Road, West End on Wednesday 31 October, commencing at 8pm.

## RALLYFORUM

The BSCC is proposing to organise a Rally Forum on Saturday 3 November. This will be held at the BSCC Clubrooms and commence at 10.00am.

All rally competitors and officials are welcome to attend. This will be an opportunity for everyone to voice their concerns or to give their opinions on the way that they would like to see rallying develop in the future. There will be more information in the October issue of Brisport, but at this stage Club members should keep the date free (any try to tell any rally competitors who are not members of BSCC).

## KCFSHORTCOURSERALLY

The third round of the KCF Rallysport Short Course Rally Series (also the 9th round of the Philcomm Communications Clubman Rally series) will be held on Saturday 10 November. As with previous rounds the event will again be based at Jimna, with the Jimna Sports Club again doing the catering.

Competitors will have two reconnaissance runs and three timed runs over each of the two Special Stages. It is proposed to use new Special Stages on roads different from those used on the previous two rounds of this series.

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

*For further information contact Craig Porter on 3376 6563 (home).*

## ARCOM INVESTIGATES FUTURE RALLY VEHICLE ELIGIBILITY

Media Release

The Australian Rally Commission, at its meeting on the weekend of August 18 and 19, continued its deliberations on the matter of vehicle eligibility in the Australian Rally Championship. ARCom has, for some time, been concerned with the "dominance of competition" by one or two manufacturers with World Rally cars and also with the problems associated with the withdrawal of one of those two vehicles from the Championship. The Commission was also mindful of the comments of the host broadcaster for the Championship and other media. Therefore, the Commission, after careful consideration and upon receiving technical advice, has resolved to investigate a new strategy for the outright category in the Championship. It should be stressed that this is the investigation phase only and is subject to the outcome of detailed research and input from interested parties.

The strategy envisaged by ARCom would be the allowance of certain freedoms in the existing Production Rally Car Regulations so as to enable manufacturers, or vehicle distributors, who currently do not have a vehicle homologated in Group N to use the PRC regulations with additional freedoms to produce a comparable, competitive four wheel drive vehicle. It is envisaged that whilst such vehicles could enter ARC Super Series Rallies in 2002, the main impact would be experienced in the 2003 season.

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## THE PIRELLI TYRES LEYBURN ROAD RALLY

Thanks to the efforts of Peter Turner and his business Hamilton Tyre and Rubber the Club was able to obtain sponsorship from Pirelli Tyres for this event. This year was the sixth time that the Leyburn Rally has been held, and the second time it has been organised by BSCC.



A total of 53 crews entered the event, of which 52 started. This is a greater number of entries than in many of the recent gravel events. Quite a variety of vehicles were entered. There were Classes for three different age groups and two different engine sizes.



Competitors had a fairly early start from Queensland Raceway at Willowbank, where they had a very good breakfast cooked by Tony Kabel and his assistants. The first Special Test was a lap of the Raceway and the fastest time of 65 seconds was from Mick Jones and Peter Oost in a Subaru WRX. There were seven crews between 65 and 70 seconds.

This was followed by a map-reading navigation section to Gatton Agricultural College. Only two crews entered the Gatton control from the correct direction along the mapped road, all others using a shorter unmapped road. The best performance was from Lee Falkner and Barry Goodwin in a Datsun 260Z who were four minutes late and had no other penalties.

A Special Test using private roads within Gatton College was then run. Fastest was Tony Young and Joason Hurst in another Subaru WRX on 87seconds and there were eight cars between 87 and 92 seconds.

A navigation section using a map trace overlay was next. This took the competitors to Ma Ma Creek and the best performance was two minutes late by Young/Hurst from John and Jane Colvin (Honda S2000) on three minutes and Peter Turner/Harald Wildermast (Daihatsu) on four minutes with none of these crews incurring any other penalties. As the navigation sections were scored at one point per minute late and the Special Tests were scored at one point per second the results were still very close at this stage.



The next map-reading section took the competitors over the Heifer Creek Road to Mount Marshall near Allora, where Marc Zande/John McGuinness (Daihatsu) and Craig Bean/Joe Perich (yet another Subaru WRX) tied with no points lost for lateness and no other penalties, followed by Steve and Di Jones (Alfa Romeo) on one minute late with no other penalties.

Crews then proceeded to Morgan Park at Warwick for the lunch break and another Special Test. Two cars shared the fastest time of 44 seconds for a lap of the Morgan Park track, these being the Subarus of Young/Hurst and Jones/Oost (Subarus getting the fastest time on Special Tests now becoming a bit monotonous), but there were seven cars with times between 44 and 48 seconds.



The next Special Test was a lap of a Kart Racing Track at Sandy Creek near Warwick. The organisers had tried hard to provide as much variety as possible on the Special Tests. It was thought that this test might favour the smaller cars but Jones/Oost and John Allen/Peter Cox (another Subaru) shared the fastest time of 41 seconds from Turner/Wildermast on 42 seconds and five cars on 43 seconds.

A Tulip Diagram navigation section to O'Learys Road at Leyburn was next. Generally the points losses on this section were less than those on the other forms of map reading, with fourteen crews losing no time or other penalties. The final Special Test was to have been a timed run of the Leyburn Sprint Circuit, but the Sprint organisers only allowed the Rally competitors to do an untimed Parade Lap as there had been some delays during the day and they felt that there was insufficient time available.

The winning car was the Datsun of Lee Falkner/Barry Goodwin. Lee came all the way from Grafton to compete in the event. There was a tie for second place between Tony Slattery/Jim Haines (Cortina) and Richard Chaseling/John Keen (Fiat) followed by Ted Looi/Jackie Mitchell (Honda Integra) with Harry Doling/Tim Gepp (Datsun 1200) in fifth place.



A number of competitors attended a "get together" at the Clubrooms on the 5 September (where there was much discussion (should we handicap the Subarus?) and Marc Zande showed a video of the event that he had filmed.

The next Touring Road Event is the Wallangarra Road Rally on Saturday 20 October 2001.

PS The BSCC won the Interclub Team part of the event from SPARC, HSCC and GCTMSC.

Photos from Marc Zande's Web site:  
<http://marc.dairally.net/>

PIRELLI TYRES LEYBURN ROAD RALLY 18 August 2001			Placings		
	Crew		Total	Class	O/Right
<b>Class 1</b>					
201	Roy Schelwe/Derek Haynes	MGA Roadster	483	3	33
202	Tony Slattery/Jim Haines	Ford Cortina Mark 1	319	1	2=
203	Brian Krieger/Gary Gray	Austin Healy Sprite	429	2	22
204	Maurice Finn/W Lane	Austin Healy Sprite	554	4	44
<b>Class 2</b>					
205	Paul Littler/Matthew Shepherd	Austin Healy 100	454	1	25
<b>Class 3</b>					
206	Matthew Abbott/Matthew Ryan	Leyland	535	10	39
207	Shaun Brown/Paul Gordon	Ford Escort	410	6	16
209	Harry Doling/Tim Gepp	Datsun 1200	328	1	5
210	Craig Hornbrook/Brant Rayment	Mitsubishi	376	4	11
211	Steve Jones/Diane Jones	Alfa Romeo Spider	366	2	8
212	Ferris Lee/Nancy D'Arcy	Honda Civic	495	9	37
213	Richard Owen/Chris Bengsten	Peugeot 504	479	8	32
214	Jeff Sattler/Marvan White	MGB Roadster	470	7	29
215	Joanne Stanton/Nathan Stanton	Mitsubishi Lancer	371	3	9=
216	Peter Stringfellow/Paul Young	Hillman Hunter	381	5	12
<b>Class 4</b>					
208	Richard Chaseling/John Keen	Fiat 131	319	2	2=
217	Stephen Bridge/John Cleveland	Datsun 260Z	549	12	43
218	John Carson/Frank Orazio	Triumph TR6	888	13	51
219	Lee Falkner/Barry Goodwin	Datsun 260Z	309	1	1
220	Wayne Johnston/Jason Delaney	Holden Torana	476	9	30
221	John Rennie/Harold Rennie	Austin Healy	486	10	34
222	Simon Rhodes/Greg McGuinness	Triumph TR7	412	5	17
223	Evan Jones/Peter Whalley	Vovlo 242 GT	371	3	9=
224	Graham Jones/Simon De Groot	Nissan 260Z	455	7	26
225	Paul Koch/Harri Plekkala	Porsche	421	6	20
226	Tony Saint/Greg McLean	Mazda RX7	544	11	41
227	Wayne Skyring/Terry Scharf	Mazda RX7	408	4	15
228	Glen Wesener/Jenny Wesener	Holden Torana	466	8	27
<b>Class 5</b>					
229	Trent Dutton/John McCarthy	Proton Satria Gt	467	6	28
230	John Colvin/Jane Colvin	Honda S 2000	494	8=	35=
231	Mark Kitchen/Glen Byrne	Toyota Seca SX	478	7	31
232	Ted Looi/Jacqueline Mitchell	Honda	320	1	4
233	David Owen/Bevan Laboo	Westfield	440	5	24
234	S Novotny/Karen Novotny	Honda CRX	1116	12	52
235	Aidan Rice/Christine Rice	Proton Gti	617	10	47
236	Jeff Rowse/Beth O'Donnell	Mazda Roadster	424	4	21
237	Henry Ryman/Colleen Fjeldsoe	Suzuki	494	8=	35=
238	J Samios		DNS		
239	Peter Turner/Harald Wildemasl	Daihatsu Detomaso	413	2=	18=
240	Mark Zande/John McGuinness	Daihatsu Detomaso	413	2=	18=
252	Troy Moffitt/Kale Jenkins	Nissan Pulsar	0	11	48
<b>Class 6</b>					
241	Ian Bensed/Dave Meloni	Subaru	566	9	45
242	Duke Hoffman/Michael Green	Toyota MR2 Gt	536	7	40
243	John Allen/Peter Cox	Subaru WRX	764	11	49
244	Craig Bean/Joe Perich	Subaru WRX	406	4	14
245	Scott Doyle/Janene Carrad	Ford EB Falcon	403	3	13
246	Mick Jones/Peter Oost	Subaru Impreza WRX	347	1	6
247	Gary Hoffman/James South	Toyota MR2GT	526	6	38
248	Rian Gaffy/Mark Loane	Subaru	545	8	42
249	Denis Stone/Robyn Campbell	DRB Cobra	834	12	50
250	Tony Young/JasonHurst	Subaru	360	2	7
251	Neil Moxey/Luke Moxey	Mazda Hardtop	578	10	46
253	Mark Leader/Andrew Fletcher	Holden Commodore Ute	433	5	23



## Vale Cedric Loy

It is with much sadness that I report the passing of Cedric Loy at the age of 71 years on the 21<sup>st</sup> of August.. Cedric had not been in the best of health for a number of years following a stroke seven years ago.

Long time members of the Club will remember Cedric competing in many offroad events in the late 1970's and early 1980's. Who could forget the performances he managed in the green Daihatsu. Not only did he do well in his class but gave the outright contenders a run for their money.

Cedric was a true gentleman and sportsman who will be sadly missed by his family and friends.

On behalf of the Brisbane Sporting Car Club I would like to pass on our thoughts and sympathy to Cedric's wife Betty and the members of the Loy family.  
Rod Sama



Cedric and Pat McCreedy finished 1st in Class and 2<sup>nd</sup> at Tara in 1979. They set the fastest time for the last lap beating the winner Tom Poots by 31 secs.



Cedric and Geoff Loy on their way to 2<sup>nd</sup> in Class at the 1979 BP Monroe Wylie at Goondiwindi

27/28 OCTOBER 2001

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A promotional poster for the Goondiwindi 400 off-road race. The background is a dark, grainy image of several off-road vehicles racing on a dirt track. The text is overlaid in a bold, white, sans-serif font. At the top, it says '27/28 OCTOBER 2001'. Below that is the logo for 'QUEENSLAND WATERTANKS', which consists of a stylized water drop icon. The main title 'GOONDIWINDI 400' is written in large, bold letters at the bottom.

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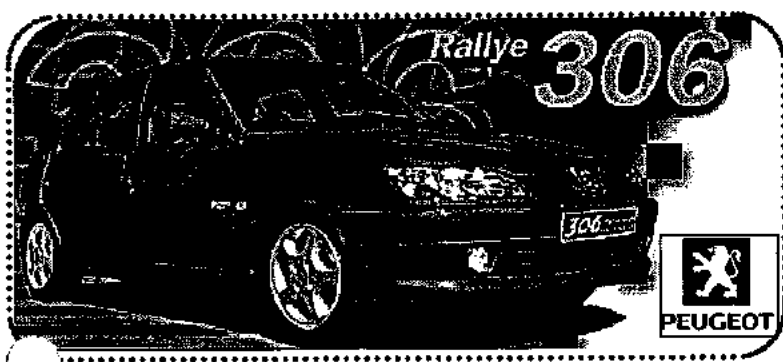
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## THE BSCC CLUB CHAMPIONSHIP

Many Club Members do not appear to know how the various Club Championships are scored. The method of scoring the Championships is usually printed in the Club Magazine at least once a year, the most recent being in the August 2000 issue. For the benefit of members who have joined the Club since August 2000 (or have lost their August 2000 magazine) the details are again given below.

The Club Championships will be scored this year in the same way as they have been for previous years. There will be five separate championships, as well as an overall Club Championship, Ladies Championship and Junior Championship. The five series will be:

*Touring Road Events (formerly Historic Rallies)*

*Off Road Events (Long and Short Course)*

*Night Runs (Marque Sports Car Club Series)*

*Rallies*

*Short Course Rallies (formerly Rallysprints)*

Points may be scored in all BSCC organised events, and in the Interclub Night Run Series. Points will be allocated in each event only to members who are financial at that time (i.e. to those who have paid their membership subscription at the time of the event). In all events, points will be awarded according to Club members' results only (e.g. if a BSCC member comes 17th outright in an event but this is the best result for a Club member, that competitor will receive the points for first place, and so on). Points for the various types of events will be allotted in the following way: 11 points for the winner (remembering that 'winner' means BSCC results), 10 points for second, etc., down to 2 points for tenth and 1 point for all BSCC finishers thereafter. In all events only outright results will be considered, not class placings.

In the case of a tie (e.g. for third place), both competitors will receive nine points for third place, the next best result will be allocated seven points for fifth place. Officials in all events will also score points towards a Club Officials' Championship.

Finally, the top ten place-getters in each of the five types of events and the Officials Championship allocation of 11, 10, 9, 8 etc. in order of their placing (regardless of actual points gained) and all those below tenth will receive 1 point

each. It is this total which will determine the Club Championship.

The Ladies Championship and the Junior Championship (competitors up to 17 years of age) will be scored on a similar basis to the respective types of championships (e.g. rally, speed, etc.) but needless to say only lady and junior members respectively will be eligible. Ladies and Juniors who still complete in the overall Club Championship but will not gain any extra points from their results in the Ladies and Junior Championships.

The point scores in the various Championships are maintained by the Club Registrar and are printed in the Club Magazine on a reasonably regular basis. Unfortunately there appears to be very little interest in the Club Championships these days. There could be a number of reasons for this, such as: The method for scoring the Championship is a bit too complicated for most Club Members to understand.

Most competitors tend to specialise in one form of motorsport, whereas the Club Champion needs to be involved in a number of different forms.

There is more prestige attached to Championships such as the Queensland Rally Championship and the Australian Rally Championship.

Over the last 25 years there has been very little change in the way the Club Championship has been scored. In each event the winner receives 11 points, down to 2 points for tenth place and one point for every other finisher. This determines the Champion in each Category. (The Club Officials pointscore uses a different, and possibly more complicated, pointscore system. The most recent time this was printed in Brisport was the October 2000 issue).

The winner of each Category then receives 11 points, down to 2 points for the tenth placed competitor and one point for all others. These points from all Categories are then added to determine the Club Champion.

The pointscores for the various Club Championships in 2000 were printed in the following issues of Brisport.

Off Road	Oct 2000
Short Course Rally	Oct 2000
Rally	Dec 2000
Night Run	Dec 2000
Touring Road Event	Dec 2000
Club Officials	Dec 2000
Overall Club	Feb 2001
Ladies	Feb 2001
Junior	Feb 2001

Club members will need to refer to these pointscores from the magazines listed in order to understand the following comments. There are quite a few statistics that can be obtained from these pointscores. Some of these are listed below.

A total of 174 Club Members scored at least one point in the Championship. Does this mean that 132 Club Members did not officiate or complete in a single Club Event. (Source: Admin Officers Report Dec 2000 - the Club had 306 members).

The above statement is probably wrong as it is necessary to finish an event to gain points. There would probably be a number of Club Members (possibly 10 to 15) who failed to finish any event in which they competed. There were 94 Club Members who scored points in the Officials Championship (just under one third of Club Membership) of these people did not score points as Competitors.

Of the 174 Club Members who scored points in the Club Championship, a total of 54 scored their points in one form of motor sport only, this being made up of:

Off Road	4
Touring Road Event	11
Rally	33
Short Course Rally	6

A further 32 Club Members scored points in only one form of motorsport and also worked as officials, the break-down being:

Touring Road Event	7
Rally	15
Short Course Rally	8
Night Run	1

A further 24 scored points in Rallies and Short Course Rallies only (two forms of motor sport that are very closely related) while 13 scored points in Rallies, Short Course Rallies, and as an Official.

This reinforces the earlier statement that motor sport is becoming more specialised and that the person who competes in more than one form of motor sport is becoming very rare. Adding up all the numbers above would indicate that there are 166 "specialists" out of the 174 pointscorers, i.e. the people who compete in more than one form of motor sport can be counted on the fingers of two hands.

There are a number of problems with the present method of pointscoreing. Some of these would include: Scores drop off very quickly after the first

- few placegetters, e.g. Rally Championship - 82 competitors
- 4 with 30 or more points
- 12 with 20 or more points
- 30 with 10 or more points
- 62 (two thirds) with less than 10 points
- Short Course Rallies - 58 competitors
- 4 with 20 or more points
- 11 with 10 or more points
- 29 (half) with less than 5 points
- Officials Championship - 94 officials
- 2 with 100 or more points
- 7 with 50 or more points
- 21 with 20 or more points
- 47 (half) with less than 10 points
- Club Championship - 174 members eligible
- 1 with 20 or more points
- 17 with 10 or more points
- 136 (five sixths) with less than 5 points

There appear to be many anomalies in the scores, e.g. numerous examples of competitors who get very good results but do not achieve good pointscores. Officials who put in an extreme amount of work and also who do not seem to rate in the results. Some people who have not really competed or contributed much and yet have ended up with high scores. Of the 174 pointscores 92 competed in rallies and 58 in short course rallies (42 in both - making a total of 108 competitors). It is therefore much harder to get points in these competitions than those with not many competitors (a possible remedy to this situation could be to allocate 20 points for the winner down to 1 point for 20th place).

Does a non-finisher in an event deserve something when compared with a person who does not enter (possibly score 2 points for all finishers and 1 point for all starters). The same pointscores are given for an event such as an ARC round as for a small event. Should the more difficult events attract extra points? There is a big difference between an official who spends many weeks planning an event and one who turns up to work on the day of the event. Should this be reflected in the pointscore? What about the person who does more than one job?

I think everyone would agree that it is about time that the pointscore for the Club Championship is seriously looked at. Either we have a Club Championship that people will want to try and win, or we should possibly abandon the idea of a Club Championship. Plenty of thought needs to be given to this over the next few months. We do not need to rush into a decision. Further comments on this matter would be appreciated. The Board needs to know the feelings of Club Members before making any major changes. Please forward your comments to the Club President, Secretary, Admin Officer, or any Board Member.

P.S. The article printed below appeared in the February 1975 Club Magazine. As can be seen there is not a significant difference in the way the points were scored in those days. At least there is a significant improvement in the standard of presentation of Magazine articles.

Some things change and some things never change.

BSCC MAGAZINE February 1975

Page 4

### 1975 CLUB CHAMPIONSHIPS

Each month, you will find an up to date list of club championship pointscores. Because the 1975 competitions are only just under way, this month it has been decided to devote this space to the explanation of how the point score system works.

Firstly, points may be scored in all BSCC organised open and closed motorhomas, rallies and speed events, in nominated (expert) BSCC organised night runs, in official working bees listed in the club magazine, and in all closed events to which BSCC is invited. Points will be allocated in each event only to members who are financial at the time. In all events, points will be awarded according to BSCC members results only, for example if a BSCC member comes 12th, outright in an event but this is the best result by a BSCC member, then that competitor will receive the points for first place.

Points for the various types of events will be allotted in the following way. For night runs and rallies - 11 points for the winner (remembering that the winner means the best BSCC result), 10 points for second, etc. and so on down to 2 points for tenth, and one point for every other finisher. The same for motorhomas remembering that in all cases only outright places count, not class wins. In the case of a tie, e.g. for third place, both competitors in the tie will be allotted nine points with the next highest result being given seven points for fifth place.

At BSCC working bees, five points will be allotted to each member who signs the attendance book. (Points will no longer be awarded for signing the attendance book on club nights.)

Up to two organizers of each event (with the exception of working bees) will each receive 11 points for their efforts.

Finally, the top ten placegetters in each of the five types of event, (motorhomas, night runs, rallies, speed events and working bees) will receive a club championship points allocation of 11, 10, 9, 8, etc. in order of their placing (regardless of actual points gained), and all those below tenth will receive one point each. It is this total that will determine the 1975 club champion.

JEFF TREMAIN

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A MEMBER OF CLTAC

# Clubman Corner

Some of the Clubman competitors travelled up to Jandowae to check out the opening of the All Australian Rally Groups' new Rallysprint circuit last month. From those that made the journey, the general consensus was a thumbs up. Whilst there are some improvements that need to be made, the layout was challenging, fast, and provided a wide range of road conditions that had a little bit of something for everyone. High horsepower cars didn't have all that much of an advantage, due to the generally tight nature of the course.

Dust was a bit of a concern, particularly on the Saturday, but as the track consolidated on the Sunday, the dust abated somewhat. The track curator assured me that with future work and use of the track that the dust problem will be reduced significantly. Whilst amenities at the track are at the moment basic, shower facilities are already being organised, and with the obvious commitment of the organising committee, soon they will have the facility set up, so that taking families with you for the weekend will be a realistic option.

Jandowae offers a two day meet, with catered meals, up to 12 uses of the circuit, and is very moderately priced. We used it as an opportunity to work on our pacenoting, and as you get roughly 20 minutes between runs, a perfect chance to test and tune. I strongly recommend this to Clubman runners, as it allows you the chance to trial different driving techniques, in relative safety, and if you get it wrong, you throw it into an open paddock, not a wallet-torturing grove of trees. The AARG runs the event approximately once a month, and nominations can be organised through their secretary.

A couple of months ago I mentioned that aviation fuel was going to be banned as January next year. This is true (with the exception of Historic cars). Avgas will no longer be an option as of January 1, 2002. As far as alternatives go, my discussion with CAMS left me in no doubt that blends, at best, will be a short term option. The impression that I got from CAMS was that in time, blends will also be outlawed. The alternatives that I was able to dig up was imported racing fuel, which is difficult to source and expensive to buy, or Optimax or

the BP 98 Octane Fuel (badge-engineered Optimax). There may be other alternatives of which I am unaware, but as it stands at the moment, Optimax looks to be the best option. Optimax is readily available, relatively inexpensive, and, suprisingly enough, can be used with relatively small changes in performance. Actually, in my investigations to compile this report, I came across a Clubman rally car that had just been converted from avgas to Optimax, and had actually improved both horsepower and torque after the conversion, with only minor headwork and accurate cam dialling, believed to be the reason for the improvement.

The car in question had been decompressed from 12/1 to 10.5/1 as part of the conversion process; porting, valves and camshaft were not altered as they were considered to be very close to the mark. Cost was a critical consideration in this particular conversion, and some reshaping of the combustion chamber, and a decompression shim were found the core requirements to convert the two litre nissan engine. Some regraphing of the distributor curve, and minor jetting changes, combined with accurate cam timing, showed an 8 horsepower at the rear wheels improvement, and torque improved by just over 11 percent. Replacing a worn timing chain, and replacing the drive gears, was what the performance increase was attributed to, but you can imagine how pleased the owner of the car was when he found that the repair bill was moderate, the car goes better than before, and he can now fill up at the bowser at bowser prices!

Whilst this particular case may have netted better than expected results, the general consensus is that moderate performance decreases are more likely to be the norm, but the people I've spoken to on this all agree that any losses in performance are likely to be minor.

The bad news is that there is no magic compression ratio that will suit all cars, some engines have been found to run successfully at 11/1 and above, and others have struggled at 10/1. In one instance an engine that had been set up at 10/1 had such severe detonation concerns that the resulting retarding of timing had the engine performing well below its potential. Investigations into why this particular engine was so sensitive to top compression is ongoing.

The one thing that those who have experience in converting to Optimax do agree on is that 10/1 to 10.5/1 has produced the best results to date. Apparently each engine responds

to converting differently, and differences in porting, combustion chambers, valve size and cam profiles are all creating differences to the final result. I think due to all the variables involved, a hard and fast formula to correct compression ratios may be a long time coming. The people that I spoke to that had their heads around these conversion issues the most were Ken from Enoggera Workshop, Alan from the Z Shop and Graham from G.P.D. Motorsports. I would also like to thank CAMS and the Shell Motor Company for their assistance in compiling this report. For those who can afford it, fuel injection may be another thing to think about, as the more accurate fuel metering and the more precise control of ignition timing should allow excellent power returns for engines running on Optimax. It also follows that because of the more accurate and responsive engine management controls that are offered by fuel injection systems, running converted engines at higher compression ratios is possible.

There are many sound reasons for fuel injection - the argument against it is the cost. Another thing that came out of discussions with the mechanics I spoke to was that running unleaded fuel often creates more toxic gasses than leaded fuels, and a responsible environmental consideration would be to fit a high flow catalytic converter as part of the conversion. High flow cat converters have nominal effect on performance. As I understand it, at the moment it is not compulsory to run a cat converter, but no doubt it will come in time.

I hope this information will be of some assistance to my fellow competitors and below I have listed the names and phone numbers of the people who may be able to help you more:

Ken Samway - Enoggera Workshop  
3344 1370

Graham Dobby - G.P.D. Motorsport  
3260 7577

Alan Stean - The Z Shop  
3808 2755

Just a note that on the last weekend in September a rallysprint is being held at Pat Kennedys Rally Complex at Jinna.

Well, not a lot more to report.  
Keep it upright and out of the habitat!

The Bear.





Car	Entrant	Entrant/Driver	Co-driver	Vehicle	Class	SS1	Penalty	SS2	SS3	SS4	SS5	Sub Total	SS6	Penalty	SS7	TOTAL	O/R	Class
16	Ralph French	Fred Schotte		Subaru Impreza	N4	0:10:09		0:04:56	0:08:59	0:10:35	0:05:00	0:39:39	0:11:37		0:11:07	1:02:23	5	1
8	Toa Cooper	Sharyn Kocho		Nissan	P1	0:10:27		0:05:34	0:09:38	0:10:57	0:05:06	0:41:42	0:11:29		0:11:33	1:04:44	15	1
29	Rob Dixon	Melinda Both		Toyota Corolla	P1	0:11:07		0:05:11	0:10:02	0:11:16	0:05:20	0:42:56	0:11:49		0:12:03	1:06:48	20	2
26	Michelle Gaitton	Tony Best		Datsun 1200	P1	0:11:51		0:05:39	0:10:29	0:11:52	0:05:51	0:45:42	0:12:55		0:12:46	1:11:25	26	3
21	Matthew van Tuinen	Ryan Parker		Suzuki Swift Gli	P1	0:10:35		0:05:03	0:09:20	0:10:46	0:05:03	0:40:47	WD					
31	Kingsley Smith	Shane MacDonald		Lada Samara	P1	0:11:32		0:05:26	WD									
19	Steve Berry	Myles Frost		Holden Gemini	P2	0:10:40		0:05:00	0:09:23	0:10:38	0:05:05	0:40:46	0:11:14		0:11:07	1:03:07	9	1
10	Peter Kahler	Peter Stringfellow		Holden Gemini	P2	0:10:26		0:05:21	0:09:30	0:10:48	0:05:01	0:41:06	0:11:15		0:11:17	1:03:38	10	2
20	Paul Young	Daniel Kable		Holden Gemini	P2	0:10:32		0:04:59	0:09:40	0:10:45	0:05:02	0:40:58	0:11:49		0:11:15	1:04:02	12	3
27	Simon Knowles	Margot Knowles		Toyota Sprinter	P2	0:10:55		0:05:08	0:10:05	0:11:12	0:05:23	0:42:43	0:12:04		0:11:56	1:06:43	19	4
23	David Ovensen	Colin Moyle		Mitsubishi Lancer	P2	0:10:58		0:07:59	0:09:55	0:11:02	0:05:09	0:45:03	0:11:45		0:11:30	1:08:18	23	5
25	M Young	Michael Okiano		Holden Gemini	P2	0:10:42		0:05:25	0:25:40	0:11:12	0:05:17	0:58:16	0:11:33		0:11:38	1:21:27	27	6
33	Paul Robison	Peter Baker		Holden Gemini	P2	WD												
34	Jason Page	Travis Kiftel		Holden Gemini	P2	DNF sized engine - no horses to go												
1	John Spence	Glen Weston		Datsun SSS	P3	0:09:44		0:04:32	0:08:23	0:08:40	0:04:31	0:36:50	0:10:34		0:10:16	0:57:40	1	1
14	Rex Ford	Deborah Dillon		Datsun 1800	P3	0:10:43		0:05:05	0:09:15	0:10:32	0:05:05	0:40:40	0:11:27		0:11:32	1:03:39	11	2
5	Wayne Johnston	Ron Peters		Datsun 1600	P3	0:10:06		0:04:46	0:14:20	0:10:02	0:04:41	0:43:55	0:10:38		0:10:29	1:05:02	16	3
24	Ken Samway	Andy De Francis		Nissan	P3	0:10:53		0:05:10	0:09:31	0:11:06	0:05:21	0:42:01	0:11:33		0:11:35	1:05:09	17	4
36	Phil Eather	Ben van Wegen		Datsun P510	P3	0:11:09		0:05:21	0:09:53	0:11:17	0:05:28	0:43:08	0:12:07		0:11:42	1:06:57	21	5
6	Allan Griffin	Brad Smith		Nissan	P3	0:11:39	0:00:05	0:04:56	0:09:27	0:10:59	0:04:45	0:41:51	0:12:45	0:00:05	0:12:36	1:07:17	22	6
28	Rhys Simmons	Daniel Tokenaere		Ford Escort	P3	0:11:34		0:05:17	0:09:50	0:11:20	0:05:27	0:43:28	0:12:57		0:12:19	1:08:44	24	7
35	B Bingham	Gary Webb		Holden Gemini	P3	0:11:50		0:05:43	0:10:26	0:11:40	0:05:34	0:45:13	0:12:14		0:12:17	1:09:44	25	8
11	Paul Bergmann	Murray McNeil		Ford Escort	P3	0:10:16		0:04:36	Motor Failure									
12	Peter Stewart	John Rutch		Fiat 131	P3	0:10:53		0:05:10	Wn Head Gasket									
15	Wes Depper	Peter Clydesdale		Datsun	P3	0:11:49		0:05:52	0:10:25	0:11:31	0:05:41	0:45:18	WD					
30	Glenn Mitchell	Terry Scott		Ford Escort	P3	0:11:00		0:05:05	FD Rolled Over									
32	Lee Riedtmuller	Gerard Childs		Holden Gemini	P3	WD												
4	Dave Gaines	Nikki Doyle		Datsun 240K	P4	0:09:51		0:04:43	0:08:51	0:10:05	0:04:45	0:38:15	0:11:03		0:10:54	1:00:12	3	1
37	David Jones	Chris Jones		Holden Commodore	P4	0:10:09		0:04:56	0:08:55	0:10:21	0:04:49	0:39:10	0:11:03		0:11:09	1:01:22	4	2
13	Shane Turner	Adam Turner		Datsun 240K	P4	0:10:21		0:05:01	0:09:19	0:10:43	0:05:05	0:40:29	0:11:04		0:11:15	1:02:48	6	3
9	Brent Poole	Andrew Young		Commodore	P4	0:10:35		0:05:02	0:09:41	0:10:59	0:05:09	0:41:26	0:11:36		0:11:39	1:04:41	14	4
18	Eugene Rutland	M McMahon		Mazda RX2	P4	WD												
2	George Shephard	Dominic Corkeron		Mitsubishi EVO 6	P5	0:10:07		0:04:41	0:08:32	0:09:47	0:04:45	0:37:52	0:10:36	0:00:05	0:10:28	0:59:01	2	1
17	Tim Erwin	Adam Ross		Mitsubishi Lancer EVO 1	P5	0:10:44		0:05:02	0:09:16	0:10:49	0:04:59	0:40:50	0:11:52		0:11:46	1:04:28	13	2
22	Justin Russom	Zen Hornik		Mitsubishi Lancer EVO 3	P5	0:10:53		0:05:18	0:09:32	0:10:49	0:05:19	0:41:51	0:11:52		0:12:03	1:05:45	18	3
7	Colin Ugarte	Danielle Brewer		Subaru Legacy	P6	0:10:24		0:05:03	0:09:04	0:10:39	0:05:00	0:40:10	0:11:33		0:11:12	1:02:55	7	1
3	Stephen Davies	Karl Wilson		Mazda GTX	P6	0:10:31		0:05:02	0:09:15	0:10:13	0:05:05	0:40:06	0:11:39		0:11:15	1:03:00	8	2

## Warialda Offroad 200

Round 5 of the New South Wales Offroad Championship was run at Warialda Motorsports Club over the week-end of the 8<sup>th</sup> & 9<sup>th</sup> of September on Brian and Bev Basham's property "Monomeath".



1st Outright      Terry Rose  
2nd Outright     Robert Simmons

The event attracted a good entry of sixty-four cars of which fifty-nine faced the starter on Saturday morning. This was up from forty-seven in 2000. The increase in entries has gone against the trend at recent events where the entry numbers has been decreasing.

For all those looking at the future of the sport it begs the question – Why does the event continue to attract the entries it does? It could have something to do with it being a good weekend of racing and the strong support shown by local community.

The event got underway with scrutineering on the Friday night.

Memories of earlier events came "flooding" back as the rain began to fall. This concern increased as a heavy shower fell during the driver briefing on Saturday morning. Fortunately the showers abated quickly leaving conditions a bit slippery under foot.

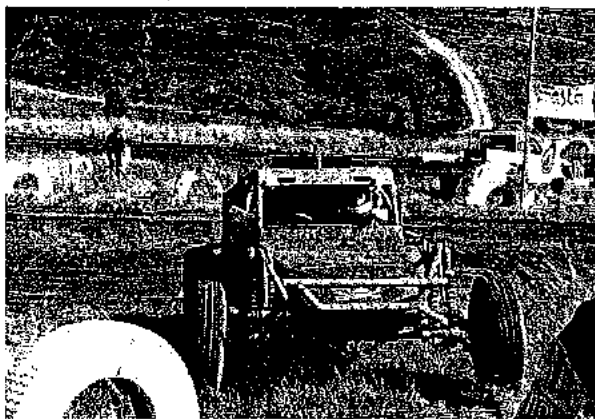
The Prolog was delayed to give the track an opportunity to dry put a bit. The wet conditions had little effects on the times recorded by the leading cars in the Prologue. Terry Rose/Darryl Ellison (Car Aus1) set the fastest time.

In the interest of safety the decision was made to start the competitors one car at a time (instead of two side by side) for the two short-course heats to be run on the Saturday. As the day wore on the track conditions improved to provide ideal conditions for racing. This was supported by some of the very quick times being set by a number of competitors.

The best times for the two heats was set by Michael Spokes/Allan Hetherington (Car 216) followed by David Spokes/Ken Spokes (Car 116). Rose filled out the top three.

Saturday night saw the return of the rain that again gave the track a good soaking. Sunday morning dawned bright and sunny which was needed to dry out the wet conditions around the Pits. There was a delayed start for the third short heat. This led to a dropping of one of the long laps.

Following the third short heat the field was regrouped for the start of the two long course heats with the field being led away by the Spokes boys and Rose. Conditions were again idea for racing and the leaders were setting a fast pace. Doug McMillan (902) was an early retirement due to gearbox problems. Terry Rose had moved to the lead by the end of the first long heat despite having lost a front brake caliper.



3rd Outright      Mark Everleigh

After quick repairs he was able to retain his lead for the last two laps for a well deserved win. Second to finish was Robert Simmons (Car 913) who had driven well all weekend. The top three places was rounded out by Mark Everleigh/Damien Penfold (Car 107).

At the completion of the main event a feature event was ran. It was the "Shell Warialda Dash for Cash" with a total of \$1,000.00 prize money up for grabs with \$500.00 going to the winner. The format was a handicap race of one long and one short lap for the top finishers of the main race starting in reverse order. The winner of this was Wayne "Flash" Reading/ Shane Egan (Car 265) followed by Robert Simmons with Rose third getting some of his money back.

The feature race was popular with the spectators who got a great kick out of listening to Bash call Flash in the Dash for Cash. I am sure the story will be retold for some time to come.

Another great event enjoyed by all. Congratulations go to all involved.

Rod Sams

### Results

<b>1st Outright</b>	1	Terry Rose	Darryl Ellison	Warialda
<b>2nd Outright</b>	913	Robert Simmons		Leppington
<b>3rd Outright</b>	107	Mark Everleigh	Damien Penfold	Warialda

#### Class 1

1st	1	Terry Rose	Darryl Ellison	Warialda
2nd	107	Mark Everleigh	Damien Penfold	Singleton
3rd	194	Nigel Burley	Karen Denniss	Singleton

#### Class 2

1st	216	Michael Spokes	Allan Hetherington	Kempsey
2nd	232	H Werner Zettl	Gorren Rea	Oakville
3rd	247	David Chandler	Kirk Roswell	Port MacQuarie

#### Class 3

1st	352	Grand Walker	Tim Walker	Tennyson
2nd	385	Shane Sansom	Peter Eastman	Williamstown
3rd	346	Christopher Brice	Rodney Brice	Port MacQuarie

#### Class 5

1st	523	Paul Adams	Craig Walker	Scone
2nd	507	Paul Grant	Fay Grant	Minchinbury

#### Class 5

1st	898	Steve Corney	David Watson	Tumbi Umbi
2nd	832	Daniel Connolly	Michelle McNeil/Terry Connolly	Branxton

#### Class 9

1st	913	Robert Simmons		Leppington
2nd	905	Aaron McClintock		Mount Colah
3rd	937	David Russell		Singelton

# 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 2,500 km. \$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*

**Gemini rally car**  
TC, 1600, 4 speed, rollcage, racing seats, 4 point harnesses, Terratrip 303, logbooked, intercom system, 2.5" mandrell bent exhaust, spare set of mags, suitable for Gemini Series, great beginners car, reg 12/01. \$3800 ono. *Phone 07 3889 2243*

**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 Engine \$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**  
ready to rally, fully worked/reconditioned motor, rally seats and harness, tripmeter, full cage, driving lights, etc. 2 sets rally rubber, set road 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@onaustralia.com.au*

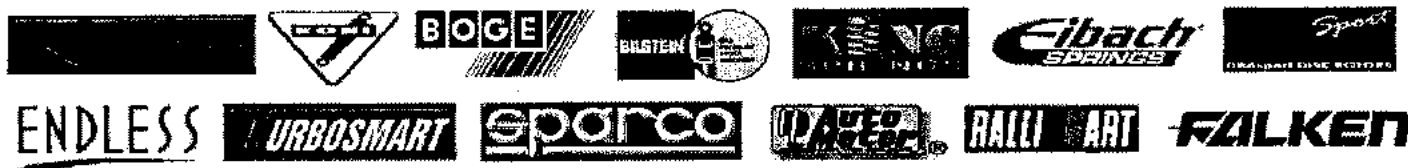


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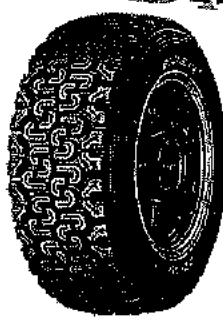


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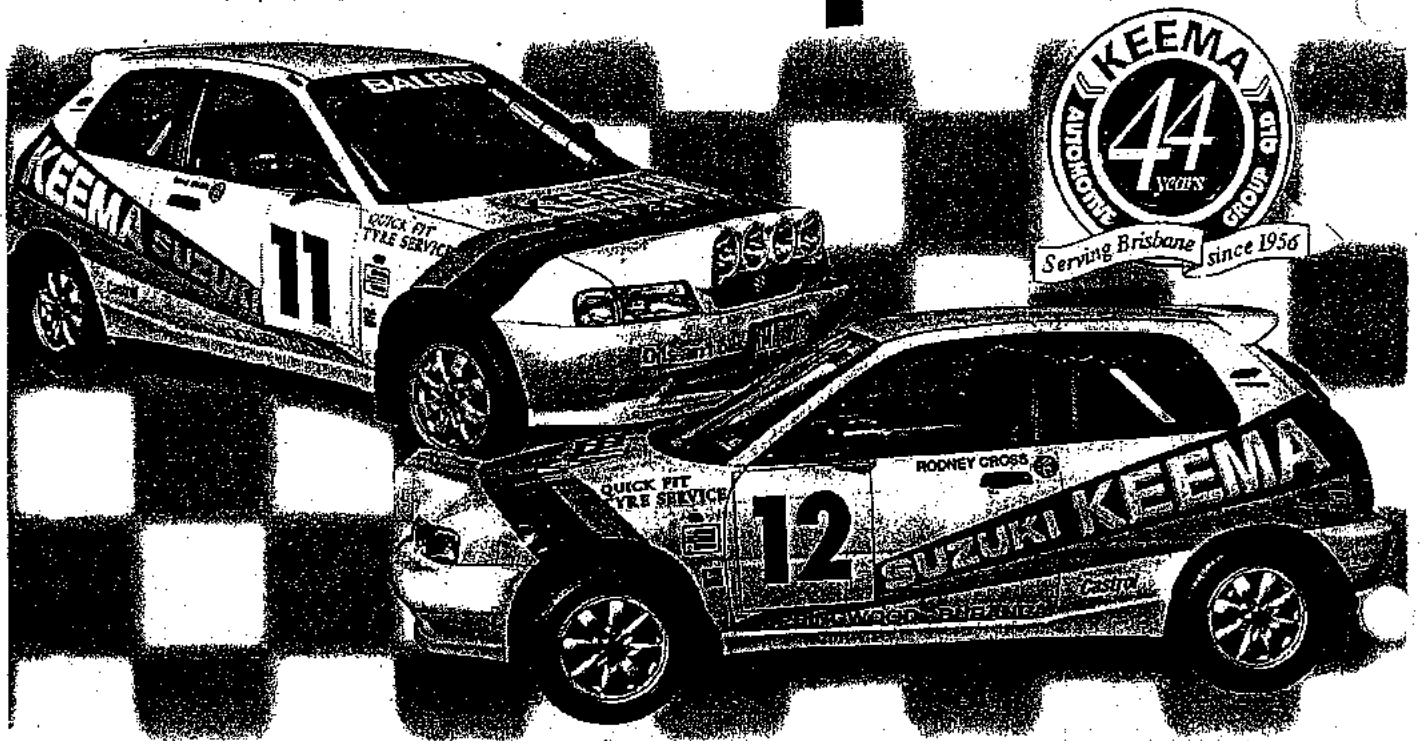
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