

BRISPORT

THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB.

WEST END. PHONE 3846 0233.



October 2001 Newsletter

DON'T FORGET THE RALLY FORUM!

All interested rally competitors, team managers, officials, sponsors, etc are welcome to attend the Rally Forum

WHEN?

Saturday 3 November commencing at 10am

WHERE?

BSCC Clubrooms

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PRESIDENT'S PIECE

BY CRAIG PORTER

On a positive note the Club will again run a round of the Australian Rally Championship in 2002. The date is set for mid June with all systems go in the forest. Errol and his team have already secured significant Sponsorship for the event, with enthusiastic support from our "people in the field" we will again give our entrants an event to remember.

In reading comments about southern rallies it seems that they are having greater problems with access to the forest than in Queensland. Although access for us is certainly becoming a problem with drought and road conditions a real issue.

Fortunately we do not have a problem with Government Regulators not understanding our sport as is the case in NSW. Mark Zande along with Andrew Owen have again worked very hard for this weekends event to Wallangarra. As is always the case the work behind the scenes is not supported by the entries for such events. It disappoints organisers to see the lack of support from competitors for such events. EVERYBODY who attends these events have the time of their lives. This somehow does not get through to those who do not compete.

The final round of the KCF Short Course Rally series is on again on the 10th of November with Supplementary Regulations out now. After the recent rain the roads will be in excellent condition. We have a new spectator point this event which is a beauty, so come along and enjoy the day.

The Keema QRC is on course and will be run despite problems of fire, most of the country at Gallangowan has been burnt out however roads are generally in good condition.

Don't forget to support your sport and come along to the Clubrooms on the 3rd of November for the Rally forum. Starting at 10.30am and finishing with a sausage sizzle there's more than enough incentive to view your thoughts with regard to the future of your sport.

Until next month

Craig Porter
President

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

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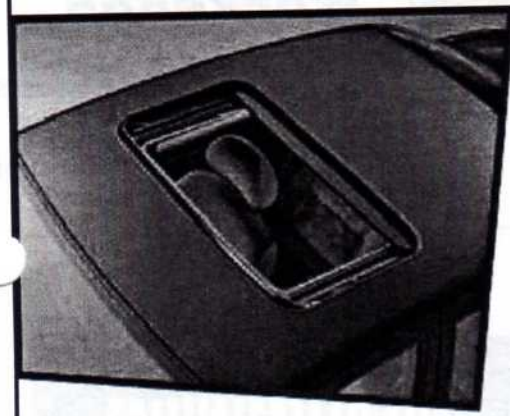
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The clubrooms of BRISBANE SPORTING CAR CLUB LIMITED are located at 1/206-208 MONTAGUE ROAD, WEST END and are open EVERY WEDNESDAY night from 8.00pm onwards.

CONTACT DETAILS:
All correspondence, entries, etc for the Club should be addressed to:
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Gemini News from Yorkie

Round 4 Falken Tyres Gemini Challenge: 2001 Baileys Powerline Rally.

There are only two types of rallies? Good ones and bloody good ones. This years Bailey Powerlines did score 5.9. Del Garbutt and the team from the Brisbane Sporting Car Club put together some of the best roads from the ARC to make up 7 stages totalling 80km with the least amount of liaison. John Spencer and Glen Weston in the Datsun triple S topped the times on all seven stages despite the close attention of George Shephard and Dominic Corkeron in the FALKEN Tyres Lancer EVO6. Third spot on the podium went to Dave Gaines and Nikki Doyle in the Crusin Auto Spares Datsun 240K.

The 2001 Bailey Powerline Rally was the fourth round of the Falken Tyres Gemini Challenge and produced one of the closest rounds yet. Steve Yorkie Berry and Myles Frost

in the GSA Wholesale Suspension Gemini emerged from the forests in first place from the hard charging Peer Kahler and Peter Stringfellow in the T&R Mechanical Services example. Best drive of the Geminis came from the ever improving Pend Young and Daniel Kable who held second place before the last two night stages. Michael Oldarno and Michael Young came a creditable 4th after dry bogging on stage 3. Michael explained the road is quick and dips three times before rising to a 3 right on crest. The little Gemini went fresh air right, stopping just before the field.

Seven registered crews were entered, Paul Robison and Peter Baker withdrew before the start. Lee Riethmuller / Gerard Childs had a document problem and Jason Page / Travis Kittel fell foul of engine gremlins leaving 4 crews to fight for the spoils.

First Stage, Rocky Hole 1, 13.3km belonged to Kahler/Stringfellow 6seconds up on Young/Kahle with Berry/Frost 14 off the leaders pace.

Yorkie left wondering where he had dropped the time? Oldano was only 2sec adrift of Berry.

A short liaison and into the 6.57km of Little Derrier. The finish of this stage is just stunning and an opportunity to get some pace in the Gemini. Young was flying and fast enough to lead the rest after the first 2 stages. Berry was second on the stage, just one down on Young. Kahler had a small encounter with the arboreal structures and lost about 25sec, relegating him to third. Oldano was putting in a strong performance to stay in touch with the leader. Service at Imbil and Young/Kable lead by 9 from Berry/Frost with Kahler/Stringfellow 16 back from the flying pretender. Next was Oldano still in touch, just 36 down.

Stage 3, Dwyer Creek is 12.16km and saw Oldanos chance of a victory disappear when he put the SAAB Care Gemini off for about 15 minutes. Berry had finally got his act together and was 7 up on Choler
(continued page 18)

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COMING EVENTS

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

LONG COURSE OFF ROAD EVENT

The 'Pioneer Watertanks 400' will be run in the Goondiwindi area on the weekend of the 27-28 October. With a total course length of approximately 400 kilometres the event will be run on the Saturday afternoon and most of the Sunday. It will be the final round of the 2001 Australian Off Road Championship and the Queensland (Long Course) Off Road Championship, so many of the top competitors from all over Australia should be competing.

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

NAVIGATION RUN

As mentioned last month the 'Brisbane Topless Car Run' will be held on Sunday 28 October starting at 8.15am from the Loganood Fair Car Park, 3900 Pacific Highway Loganholme. All proceeds go towards cancer research.

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

TROPHY PRESENTATION

The presentation of trophies for the PDL 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. All competitors, Officials, and any other interested Club Members are invited to attend.

RALLY FORUM

All interested rally competitors, team managers, officials, sponsors, etc are welcome to attend a Rally Forum to be held at the BSCC Clubrooms on Saturday 3 November commencing at 10am.

As many people are probably aware, there appears to be fewer teams contesting the Queensland Rally Championship and Clubman Series this year than in previous years.

Discussion will include format and length of events, number of events per year, rising costs and how they could possibly be reduced, etc (any anything else that is considered to be relevant to the sport).

This is a very good way for the BSCC Board Members and CAMS Rally Panel Members to ascertain the feelings of people involved in rallying. Hopefully some of the ideas suggested will be adopted in future events. People who do not turn up at the Forum will miss out on this valuable opportunity to have their comments listened to.

SHORT COURSE RALLY

The third and final round of the KCF Rallysport Short Course Rally Series will be held on Saturday 10 November.

The event will again be based at Jimna and will consist of two reconnaissance runs and three timed runs over two Special Stages, using different roads from those used in the first two rounds of the series.

It will again be sponsored by Keith Fackrell and his business KCF Rallysport and the catering will again be done by the Jimna Sports Club.

Book-in time is 10am with reconnaissance from 10.30am and timed runs from 1pm. There will be a Polling Booth at the Jimna School and absentee voting will not be a problem.

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

OFF ROAD PROMOTIONAL DAY

The Gympie Auto Sports Club is running an Off Road Promotional Day on Saturday 10 November. This will be held at Skyring Creek on the Gympie-Kenilworth Road approximately 1 kilometre after turning left off the Bruce Highway. The venue will be well signposted.

All Off Road competitors are welcome. It will be an opportunity to take their sponsors or other passengers for a ride in their vehicles.

Start time is 12 noon.

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

AUTOCROSS

The Ipswich West Moreton Auto Club will be running their next Autocross on Sunday 11 November. This will be held at their dirt circuit at Willowbank. Scrutineering will be from 7.30am with a reconnaissance run at 9am and timed runs from 10.30am.

Each timed run consists of one standing lap and one flying lap of their circuit.

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

NIGHT RUN

The final round of the Interclub Night Run Series co-ordinated by the Marque Sports Car Club will be held on Friday 16 November.

This event will start at 7.30pm from the K Mart Car Park at Cannon Hill. Results will count towards the BSCC Night Run Championship.

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

COMING EVENTS

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

NOOSA HILLCLIMB

The annual Noosa Hillclimb will be held on the weekend of the 17-18 November and organised by the Historic Racing Car Club of Queensland and the Noosa Classic Car Club.

This is a good opportunity to get a bit more practice on the Noosa Hill that is used as a Special Stage on Rally Queensland.

For further information contact John Jones on 33441099 (anytime).

SHORT COURSE OFF ROAD EVENT

SEQORRA is organising the final Round of the Queensland (Short Course) Off Road Drivers Series on the weekend of the 17-18 November.

This event will be held at the Pat Kennedy Rally Complex approximately 53 km north of Kilcoy or 13 km north of Jimna.

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

ANOTHER TROPHY PRESENTATION

As most competitors are aware, the trophies for each round of the KCF Short Course Rally are handed out at the conclusion of the event. As well as the trophies for the individual events there are trophies that are awarded for the pointscores in the Series as a whole.

These trophies will be presented at the BSCC Clubrooms on wednesday 21 November. The function will commence at 8 pm.

This will be an ideal opportunity for all competitors in the Series to get together and talk about the events during the year and to thank the sponsor Keith Fackrell for his support of the Series.

All competitors, service crews, officials and any other people who have been involved in any of the three rounds run this year are invited to attend.

GALLANGOWAN RALLY

The final Club Event for the year will be the annual Gallangowan Rally which will be held on Saturday 1 December. There will be more information in next months issue of Brisport but at this stage keep the date free.

(continued from page 14)

call from someone while we were driving back to Auckland, who had caught it on video, so we had first hand information. Cody spent the night in hospital under observation, but fortunately he was OK apart from bruised head & hand, & Greg was just a bit

shaken. On Sunday we didn't leave the hotel until 8.30am. The first two stages were further south than the first day, & apparently drivers had to leave park ferme around 5.30am to make it. We visited two stages that day, both of which were run twice, so we were able to see the top drivers both times round – they were slotted in between the others as they completed the first round, still going at 2 minute intervals. Still not completely sure how it worked, but it was great for spectators.

In the afternoon, we drove back to the velodrome near Manukau where they held the official finish & presentation. As each driver was introduced, he/she did a round of the velodrome, & then over the finish ramp. Most drivers went part way up the wall, some just drove around the ground level, but the most spectacular was, I'm sure you have guessed, Carlos Sainz. His right wheels were touching the top rim, & he completed his lap with several donuts.

The crowd went wild. The other two who put on a terrific show were Colin McCrae, & of course – Possum Bourne, who came 13th & was the first Kiwi to finish. Incidentally, this is old news, but Richard Burns was the popular winner.

That night there was a party at the Sky City Hotel, but unfortunately, since they gave out the trophies earlier in the afternoon, none of the teams attended. We did see a familiar face though. Hugh Reardon-Smith, who was co-driving & finished in about 46th place.

Next morning our group from ARN assembled at Avis & we were given our rental cars for the next few days. We all headed off to Rotorua, where we stayed at Rydges. Our first stop on the way was to see the Waitomo glow worm caves, which was quite amazing. That night, was a Maori hangi at a nearby village. The entertainment & food was very enjoyable, but the trip back to the motel on the bus was the highlight of the evening. Unfortunately, it was one of those funny situations where "you had to be there", & very difficult to explain in writing.

Although we were part of the ARN group, we all basically did our own thing on Tuesday & Wednesday, sightseeing in different directions (Rotorua is a beautiful area). We went on a helicopter ride over Rototua & the surrounding district, our pilot being in control of one of the 42 helicopters following the rally. On Thursday the rest of the tour group returned to various parts of Australia, but since we were booked for a Friday flight, we had a leisurely trip back to Auckland via Possum's workshop.

Moya, the lady in charge of merchandising, made us welcome & took us on a tour. Possum's car had been stripped of almost everything except the electricals, & Cody's car was an absolute mess. Someone had written RIP on the bonnet, which about summed it up. They are building a new car for Rally Australia for Cody. Back to Auckland where we stayed at Rydges again, which had very kindly been booked for us by James Robson from the Oasis.

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**WYNN'S --- NORTON'S GENERAL STORE
MINGELA 250 LONG COURSE ---- 22/23 September**

The inaugural Wynn's / Norton's General Store Mingela 250 long course which was the 7th round of the NQ series has been run in very dry and dusty conditions. Thankfully there was a good breeze blowing most of the day. The organizers were concerned about the possible fire risk due to the amount of dry grass in the area. We would like to take this opportunity to thank the Mingela Rural Fire Brigade who attended the event in case this occurred.



1st outright

Early Saturday morning the 2.5 km prologue was to run to establish starting order. This was won by Michael Mathews (111) in a time of 2:01:00, second was Terry Granshaw (280) in a time of 2:04:00, third was Ian Maloney (899) in a time of 2:04:90, fourth was Dan Kelly (877) in a time of 2:05:20 and fifth was Vern Crawford (137) in a time of 2:05:90. These times saw some of the more fancied competitors miss out on the best starting positions.

The event was won by Charters Towers husband and wife team Michael and Julie Mathews in their class one Bullet Buggy (111) in a time of 4:08:49, 2nd outright was (899) Ian Moloney and navigator Max Juides in their class 8 Jeep in a time of 4:10:36 and third home was another class 8,) Tony Hawke and Miles carter in their Nissan Patrol ute (818) in a time of 4:25:08. For complete list of times see results page.



2nd outright 1st class 8
Ian Maloney

Most of the 34 competitors seemed to enjoy the new 32 km track with a little of everything in it. It was the first long course held in this area for long

time and some competitors experienced problems with the reliability of their vehicles over the 256 kms. It was a good weekend with most things running smoothly, a lot of positive comment was received from the drivers and crews as well as some good suggestions for next year.



3rd outright 2nd class 8
Tony Hawk

Of the 34 entries 14 finished on the lead lap and 6 more missed the outgate closure so we had 20 cars finish the event.

The organising committee would like to take this opportunity to thank the competitors and especially the sponsors who made this weekend possible, a success and also something to look forward to next year



22.9.2001

RACE DIRECTOR James McIntosh

**WYNN'S ----- NORTON'S GENERAL STORE
MINGELA 250 LONG COURSE**

Outright Results

CAR NO	CLASS	LAP1	LAP2	LAP3	LAP4	S TOTAL	LAP5	LAP6	LAP7	LAP8	S TOTAL	TOTAL	LAPS
111	1	0:32:38	0:31:45	0:31:09	0:30:02	2:05:34	0:29:52	0:30:55	0:32:06	0:30:22	2:03:15	4:08:49	8
899	8	0:32:40	0:31:42	0:31:44	0:31:21	2:07:27	0:30:41	0:31:03	0:30:55	0:30:30	2:03:09	4:10:36	8
818	8	0:33:45	0:33:07	0:32:31	0:33:48	2:13:11	0:32:52	0:32:51	0:32:48	0:33:26	2:11:57	4:25:08	8
924	9	0:32:24	0:31:57	0:32:27	0:32:51	2:09:39	0:40:03	0:32:28	0:32:44	0:32:41	2:17:56	4:27:35	8
950	9	0:34:54	0:34:24	0:33:08	0:33:12	2:15:38	0:32:20	0:33:54	0:32:49	0:33:25	2:12:28	4:28:06	8
211	2	0:33:42	0:32:50	0:32:14	0:32:15	2:11:01	0:43:19	0:36:37	0:32:09	0:32:35	2:24:40	4:35:41	8
173	1	0:33:57	0:33:27	0:33:17	0:32:37	2:13:18	0:34:53	0:45:46	0:33:20	0:33:11	2:27:10	4:40:28	8
877	8	0:33:33	0:32:03	0:40:00	0:36:22	2:21:58	0:38:09	0:32:03	0:37:38	0:30:54	2:18:44	4:40:42	8
151	1	0:32:33	0:39:19	0:33:53	0:32:44	2:18:29	0:39:50	0:33:52	0:33:52	0:38:46	2:26:20	4:44:49	8
811	8	0:36:08	0:36:00	0:43:39	0:35:22	2:31:09	0:37:49	0:35:40	0:37:52	0:33:25	2:24:46	4:55:55	8
161	1	0:37:02	0:36:46	0:36:29	0:36:15	2:26:32	0:38:03	0:37:31	0:38:48	0:39:47	2:34:09	5:00:41	8
757	7	0:34:56	0:35:02	0:39:06	0:35:23	2:24:27	0:41:56	0:34:57	0:49:41	0:35:09	2:41:43	5:06:10	8
730	7	0:35:23	0:45:22	0:55:45	0:34:56	2:51:26	0:33:59	0:34:51	0:40:24	0:34:38	2:23:52	5:15:14	8
115	1	0:39:18	0:35:16	0:40:23	0:46:56	2:41:53	0:35:22	0:35:56	0:34:47	0:50:20	2:36:25	5:18:18	8
170	1	0:36:05	0:36:27	0:35:28	0:35:10	2:23:10	0:39:30	0:34:42	0:35:34	DNF	1:49:46	4:12:56	7
515	5	0:49:35	0:41:27	0:40:46	0:43:58	2:55:46	0:38:10	0:39:16	0:39:25	DNF	1:56:51	4:52:37	7
717	7	0:41:38	0:42:50	0:57:32	0:38:54	3:00:54	0:38:24	0:39:00	0:38:56	DNF	1:56:20	4:57:14	7
129	1	0:36:32	0:53:01	0:38:28	0:36:52	2:44:53	0:58:57	0:38:07	0:36:35	DNF	2:13:39	4:58:32	7
271	2	0:36:18	0:52:52	0:54:52	0:34:15	2:58:17	0:42:33	0:56:42	0:34:43	DNF	2:13:58	5:12:15	7
280	2	0:45:04	1:40:21	0:51:58	0:31:54	3:49:17	0:30:59	0:31:12	0:30:47	DNF	1:32:58	5:22:15	7
227	2	0:38:48	0:37:16	0:35:41	0:35:40	2:27:25	0:44:27	0:37:21	DNF	DNF	1:21:48	3:49:13	6
141	1	1:00:55	0:43:08	0:32:38	0:33:02	2:49:43	DNF	DNF	DNF	DNF	0:00:00	2:49:43	4
137	1	0:32:43	0:32:01	0:31:50	DNF	1:36:34	DNF	DNF	DNF	DNF	0:00:00	1:36:34	3
542	5	0:36:55	0:42:14	0:59:23	DNF	2:18:32	DNF	DNF	DNF	DNF	0:00:00	2:18:32	3
169	1	0:35:01	0:33:36	DNF	DNF	1:08:37	DNF	DNF	DNF	DNF	0:00:00	1:08:37	2
289	2	0:32:45	0:50:26	DNF	DNF	1:23:11	DNF	DNF	DNF	DNF	0:00:00	1:23:11	2
212	2	0:36:56	1:06:43	DNF	DNF	1:43:39	DNF	DNF	DNF	DNF	0:00:00	1:43:39	2
122	1	DNF	DNF	DNF	DNF	0:00:00	DNF	DNF	DNF	DNF	0:00:00	0:00:00	0
827	8	DNF	DNF	DNF	DNF	0:00:00	DNF	DNF	DNF	DNF	0:00:00	0:00:00	0
888	8	DNF	DNF	DNF	DNF	0:00:00	DNF	DNF	DNF	DNF	0:00:00	0:00:00	0
734	7	DNF	DNF	DNF	DNF	0:00:00	DNF	DNF	DNF	DNF	0:00:00	0:00:00	0

Prolog Results

CAR NO	TIME	CAR NO	TIME	CAR NO	TIME
111	02:01.0	818	02:14.0	151	02:26.0
280	02:04.0	115	02:15.0	161	SEEDED
899	02:05.0	227	02:16.0	271	02:27.0
877	02:05.0	212	02:16.0	170	02:32.0
137	02:06.0	173	02:17.0	717	02:36.0
122	02:09.0	757	02:17.0	515	02:46.0
289	02:12.0	888	02:19.0	129	02:47.0
211	02:12.0	950	02:19.0	734	DNF
924	02:13.0	811	02:20.0		
827	02:13.0	542	02:21.0		
777	02:13.0	730	02:22.0		
141	02:13.0	169	02:23.0		

Old Short Course Series 2001**Driver points per Class**

Name Total	Car	Gympie	Millmerr	Toowoomba	Jimna
<i>Class 1</i>					
Brad Kilner	110	0	120	0	0
Laurence Svenson	144	120	0	0	0
David Ellsworth	108	0	80	0	0
<i>Class 2</i>					
Jim Dwyer	238	120	60	0	0
Troy Crane	244	0	0	120	0
Wayne Reading	265	0	120	0	0
Aaron McLean	282	80	40	0	0
Colin Gavin	295	0	30	60	0
Todd Lawrance	287	0	0	80	0
Randall Kilner	291	0	80	0	0
Warwick Leven	238	60	15	0	0
Tony Parker	253	0	0	40	0
Ian Lawrance	287	0	0	30	0
Heather Kilner	291	0	20	0	0
Des Armitage	212	0	0	20	0
<i>Class 3</i>					
Andrew McKay	388	120	120	120	0
Dave Armitage	321	0	80	60	0
Brad Cooper	304	80	0	0	0
David Cannell	310	0	0	80	0
Matthew Cannell	310	0	60	0	0
Andrew Manning	305	60	0	0	0
Michael Cannell	310	0	0	40	0
<i>Class 4</i>					
Chris Hutton	440	0	0	120	0
Rick Reddish	404	0	120	0	0
<i>Class 5</i>					
Scott Wilcox	517	120	120	60	0
Nick Williams	511	80	40	80	0
Clinton Woodbridge	588	0	0	120	0
Mark Calvert	566	0	80	0	0
Wayne Colley	574	60	0	0	0
Greg Green	522	0	60	0	0
<i>Class 6</i>					
Des Armitage	621	0	120	120	0
Penny Armitage	621	0	0	80	0
Andy Hickson	696	0	0	60	0
<i>Class 7</i>					
Mark Griffith	719	120	0	120	0
Rod Graydon	710/777	80	80	60	0
Anthony Brose	769	0	120	0	0
Paul Leighton	731	0	0	80	0
Derek Harvey	777	0	60	0	0
<i>Class 8</i>					
David Spencer	899	0	0	120	0

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CARNIVAL OF FLOWERS SHORTCOURSE

Offroad Racing returned to Echo Valley with the running of the Carnival of Flowers Short Course event over the weekend of the 22nd-23rd of September. Conducted by the Australian all Rally Group the event was the 3rd round of the Queensland Off Road Short Course Series.



Chris Hutton

Although entry numbers were small it was good to see an event get off the ground following the cancellation of the last two long course events due to lack of entries. Twenty starters took part in the action.

The course layout had a bit of everything with plenty of jumps to get the cars air-borne. The

event was run over four heats of three laps each.

Todd Lawrence (287) led the way in Heat 1 from Troy Crane (244) and Chris Hutton's stadium truck (440). Unfortunately Rick Reddish (407) had to withdraw from the event with drive train problems.

Heat 2 saw the action continue with some close racing between the Class 5 cars of Clinton Woodbridge (588), Nick Williams (511) and Scott Willcox (517). These cars got some serious air over the jumps.

Troy Crane stamped his authority on the event in Heat 3 by setting the fastest heat time of the day. Twenty competitors completed the heat.



Brad Kilner

Heat 4 saw the honours go to Chris Hutton who had the stadium truck going well. However this was not enough for him to take first spot from Crane on the day.



In all sixteen drivers completed the four heats. Crane, Hutton and Lawrence filled the first outright places. Andrew McKay (388) won class 3 and was 5th outright. Mark Griffith (719) drove well to be sixth outright and take the class win. Clinton Woodbridge (588) led class 5 in his Torana with Des Armitage (621) the best of the Challengers. Dave Spencer (899) took the win in class 8. Full results in the Mag.



Tony Parker

Photos by Randall Kilner

RALLY OF NEW ZEALAND TOUR 2001

We have just returned from New Zealand where we spent 10 days spectating the Rally of New Zealand and touring around Rotorua with the tour organized by the Australian Rallysport News & thought we would like to share some of it with BSCC club members.

We booked our flights way back in March using Ansett frequent flyer points on Air New Zealand. Ansett's problems have been more than well documented so won't go into that – except to say that after many conflicting reports from Air NZ & Ansett, we decided to front up at the airport on 19th September. It was a bit of a traumatic morning wondering if we would go or not, & our fears were not eased immediately at check-in. The attendant had to make a phone call to confirm our eligibility to board the flight. We were given our boarding passes, so it was finally all go from there. We arrived in Auckland to be met by a shuttle bus organized by the ARN, & taken to Sky City Hotel, where drivers, crews & just about anyone connected to the rally stayed.

The hotel was decked out with hundreds of chequered flags, rally cars, wheels & tyres, banners – you name it. There was also a photographic display honouring Bruce McLaren who was killed some years ago. Even the hotel staff wore dark blue overalls with sponsor's logos instead of their normal uniforms. On Thursday the top 20 rally cars

were on display at Aotea Square in the centre of Auckland, which was also decked out with banners across major intersections, & smaller ones on all the light posts, from the airport to the city. We were able to see the drivers & if prepared to stand in long queues, get their autographs. There were literally thousands of people there, and most were wearing a major sponsor's cap, which were being handed out liberally.

That evening was the ceremonial start complete with Maori traditional challenge to 4 of the drivers & a Maori girl with a fabulous voice singing their national anthem. Tommi Makinen was first off with all the fire works, but the biggest cheer was for local hero, Possum Bourne. There was a huge TV screen at the square, with rally footage being screened during the day, and the "start" in the evening, so it didn't matter that the crowd was about 30 deep, we could still see what was happening.

On Friday, breakfast at 5.30am & into the mini bus at 6.30 am for the drive south to the first stage near Raglan. Unfortunately, one young bloke let his hair down too much on the previous night, & we were 10 minutes late leaving. This meant that we missed the first car through. With no sympathy going his way, he was very punctual after that. We had a great driver, who drove the group last year, and he managed to take us to the within about 100 metres of the spectator points. Other spectators were parked both sides of the roads for 3 to 4 kilometres. The first spectator point was a bit of an eye-opener, on top of a grassy hill where

you could see the cars coming on the horizon, no trees – and worst of all no toilets!! Except for one spectator point which boasted 2 toilets, they were non-existent. At each point we waited until Cody Crocker went through before heading off to the next point (Cody's uncle was with our group). We always knew when Possum had been through. Apart from the loud cheers, the crowd would thin considerably as they all headed off to catch the next stage.

After that stage we visited the service park at Raglan – it was huge (had lousy food & only 4 toilets). The next stage we saw was a bit further south with a view of the ocean (I'm sure it was the Antarctic – boy it was cold) We then headed back to Manukau for the super special stage – same format as Langley Park in WA. They ran the first 20 cars in reverse order, twice, & then the rest, twice. Hate to have been car 78.

Saturday saw us heading north – about 2 hours drive – where we caught up with 4 stages for the day. The weather, although pretty cool on the hills, was fine, until our last stage for the day (No.15). Had a great view, high up on a hill, but light rain started to fall. It wasn't a big problem as we were all equipped for weather changes. The strangest thing about that point was that after Possum came through, & by this time he was 10th on the road, the safety marshals just disappeared. It was raining by this time, so we can only assume that this was the reason. We didn't go to the last stage, but this was the one where Cody barrel rolled nearly 6 times. Peter Whitten from ARN had a phone

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Clubman Corner

competitors utilized the service that Adrian and his son provided; either purchasing rally tyres or stripping and refitting tyres to rims. Adrian has made a significant financial investment to create the mobile tyre van, and has shown his commitment to motor racing in South-east Queensland. It is really up to us to support this venture and make it viable, or we risk losing what is a very convenient service. Adrian is part of the Quick-Fit tyre group, who already supply our sport as event sponsors. Adrian can not only provide tyres and fitting services, but also has considerable technical support, which adds to the value of the services he provides. It is in all our interests to support the people who back our sport.

Luckily Baileys proved to be another rally where very few cars were damaged. To the best of my recollection only one car received significant panel mis-alignment, although numerous cars suffered mechanical gremlins, some of them terminal. Jason Page, a keen second-generation rally enthusiast, suffered an engine failure. It's a real shame as Jason can only compete in a select few rallies each year due to work commitments. Engine failure also dashed Paul Robison's hopes of proving that the stunning result of his Gemini at the recent KCF event wasn't a fluke. Head gasket failure made Peter Stuarts' day in his Fiat shorter than he had hoped, and head gasket failure very nearly robbed John Spencer of his outright win. John lamented that had the rally been just one stage longer then he would also have been a DNF. Wes Depper had a few anxious moments when sparks started to emanate from the center of the car. Wes wisely retired his Datsun 1600 before it became a mobile forest fire. Dave Gaines struggled all day with a fading, and at times a non-existent brake pedal. Tao Cooper battled for half the rally with a shy gearstick that wanted to hide below the floorline of his car, with efforts to lash the errant gear lever in place proving to be in vain.

Most Clubman competitors know the feeling when you have 'one of those days'. Well, for one of the crews it was definitely one of those days. To save embarrassment, and protect the guilty, I won't mention names, but I am sure that Baileys is one he would rather put behind him. His tale of woe unfolds as follows.

SS1: Having a go, trying to consolidate points in the championship, all going fairly well, roads good, but car seems to be backing into corners a bit too much. On a tightening downhill lefthander, just before Spectator Point, back it in big time! – bloody lucky not to put it on its lid. Took some time to restart. LHR tyre peeled off rim, but elected to drive it out as I had wasted 8 minutes changing a flat on SS1 last year.

SS2: Got through the Second Stage OK, confidence slowly coming back, but car still showing signs of rear brake bias problem – rear end breaking away at times quite violently!

SS3: Same radical handling – spun and stalled. Took a lot of backwards and forwards to get out after the car eventually started.

SS4: Driving around brake problem, still causing anxious moments though. Desperately looking forward to Service to rectify fault. Wrong slotted at T Junction and stalled, resisted urge to belt myself in the head. Got into Service, bled brakes, resulting in slightly better bias towards the front – feeling happier!

SS5: Car definitely behaving better. Tyres shagged but generally situation not worth trying to recover – thinking only of finishing by now. Trying not to waste any more time. Noticed bad vibration developed in rear of car. Gets progressively worse. Limp through end of stage and back to Service with suspected diff failure. Just about to load car on trailer and call it a day when service crew inform me that it was loose wheel nuts. Some quick work with wheel brace and my

A resounding thumbs up to Del Garbett and her team for putting on an excellent event. Without doubt, the roads around Imbil that were chosen for this event were the best I have run on for some time. From a competitors' point of view the rally ran smoothly, and conditions, for the most part, were pleasant. During the daylight hours dust wasn't too great a concern; good roads, an accurate road book and terrific weather were all contributing to an excellent rally – then the wind stopped! As is often the case, at about sunset the pleasant breeze we had enjoyed all day became calm. The talcum-like dust that prevails in our local forests hung in the evening air like a thick fog. At times we could barely see the front of our bonnet through the wall of dust. It was a shame about the dust, as it took the sharp edge off what had been, up until then, a brilliant rally.

I would like to thank, on behalf of all clubman competitors, the Bailey family for their ongoing support of our sport. The trophy presentation night was well supported, and video footage of the rally that was shown on the night was very insightful for those looking to critique their driving style or car setup. I've got to tell you, it doesn't look anywhere near as fast from outside the car as it does through the windscreen. Dave Gaines and Nikki Doyle put up a trophy as an encouragement award. Not only do I think it's a great idea, but I think that their choice of recipients was perfect. Simon and Margot Knowles were an excellent choice, as they always are either competing or helping out at every rally I've been to. Their commitment to the sport certainly deserves recognition.

Adrian Coyne was at Baileys with his mobile tyre workshop. Some of the

torment continues. Bugger – could have done with a cold beer about now.

SS6: Having a go (against better judgement) till a tightening left hander had us spearing into lantana backwards a long long way. Took an eternity to restart the engine, only the find we were stuck. Efforts by the co-driver to get out and push were thwarted by the fact that the lantana was jammed up against the door so hard he couldn't get out. After an awful lot of rocking forwards and back we eventually extracted ourselves from the lantana, and plodded onto the end of the stage.

SS7: Totally rejected we pressed on to finish the event. Still managed to wrong slot it at a T Junction, wizzed it around on the handbrake and surged

off into the choking dust. After approximately 200 metres we both realized that the dust we were driving through was our own – we were actually backtracking through the stage and our own dust. I did a slick 18 point turn and blasted back to the same T Junction, this time turning in the correct direction. Do you think the beer at the end of the rally tasted good – it tasted great!

Author Anonymous

If any drivers or crew have any interesting or amusing tales to tell after a rally, could you please submit them to Clubman Corner, C/O BSCC. All submissions received by the second day of each month will be given consideration, gossip and dirt will always be given first preference.

The Bear

PROGRESS POINTSCORES

The progress pointscores for the Off Road, Touring Road Event and Short Course Rally Championships were printed in the September issue of "Brisport". In this issue are the points so far for the Club's Rally Championship. A total of 62 Club members have scored points in this Championship. As with most of the other Club Championships for this year, the points are very close at the top and the final decider will be the Keema Classic Rally - QRC and Clubman - on Saturday 1 December 2001.

Competitors are requested to check their scores and notify the Club Registrar, Tony Best (3371 0367 home) if they do not agree with their results.

PROGRESS POINT SCORE	Name	RALLY					Progress
		Cooloola 17/3/01	ARC Ht 1	ARC Ht2	Baileys	Clubman 16/6/01	
		QRC	17/6/01	15/9/01	15/9/01	pt/score	
1=	Ben Atkinson	10	8	9		27	
1=	Chris Atkinson	10	8	9		27	
3	George Shepheard		7	8	10	25	
4=	Iain Stewart		11	11		22	
4=	Andrew Carrigan	11	11			22	
4=	Tristan Carrigan	11	11			22	
7=	Steve Berry	4	8	1	3	5	21
7=	Myles Frost	4	8	1	3	5	21
7=	Glen Weston		10			11	21
10=	Nikki Doyle		10			9	20
10=	Ralph French	5	2	5	8		20
12=	John Ahern		9	10			19
12=	Adrian Bukmanis		9	10			19
14	Ed Mulligan	6	5	7			18
15=	Tony Kabel	8	4	4			16
15=	Greg Tebble	8	4	4			16
17	Del Garbett		7	8			15
18=	Ron Peters		6	6	1		13
18=	Fred Schotte	5			8		13
20=	Danielle Brewer		1	3	7		11
20=	John Spencer				11		11
22=	Dominic Corkeron				10		10
22=	John Goasdoue		10				10
24=	Bruce Fullerton	9					9
24=	Hugh ReardonSmith	9					9
24=	John Rutch		9				9
24=	Peter Stewart		9				9
28	Karl Wilson		1	1	6		8
29=	Trevor Bowden		7				7
29=	Martin Darch		2	5			7
29=	Steve Wall	7					7
32=	Duncan Clement		6				6

CLASS RESULTS

CAR NO	DRIVER	HEAT 1	HEAT 2	HEAT 3	HEAT 4	TOTAL ELAPSED TIME	COMP LAPS	CLASS PLACE	OUT RIGHT
244	Troy Crane	5:52.22	5:30.44	5:24.78	5:26.16	22:13.60	4	1	1
287	Todd Lawrence	5:50.60	5:55.16	5:39.03	5:26.53	22:51.32	4	2	3
295	Colin Gaven	5:56.00	5:40.75	5:42.85	5:32.34	22:51.94	4	3	4
253	Tony Parker	6:36.54	5:46.35	5:35.81	5:34.56	23:33.26	4	4	7
287A	Ian Lawrence	6:09.03	6:01.28	5:40.66	DNF	17:50.97	3	5	18
212	Des Armitage	6:58.04	6:21.87	6:35.00	DNF	19:54.91	3	6	20
212A	Chad Macey	6:26.81	DNF	DNF	DNS	-	1	-	-
388	Andrew McKay	6:11.97	5:37.37	5:34.68	5:33.35	22:57.37	4	1	5
310B	David Cannell	6:32.78	6:20.63	6:12.94	6:07.69	25:14.04	4	2	11
321	David Armitage	6:31.72	6:13.72	6:20.94	6:13.88	25:20.26	4	3	12
310A	Michael Cannell	6:45.65	7:14.30	6:24.25	6:06.29	26:30.49	4	4	14
310	Matthew Cannell	6:17.44	6:20.50	DNF	DNF	-	2	-	-
440	Chris Hutton	5:54.84	5:41.94	5:31.93	5:24.87	22:33.58	4	1	2
407	Rick Reddish	DNF	DNS	DNS	DNS	-	-	-	-
588	Clinton Woodbridge	6:19.90	6:03.81	5:50.63	5:49.06	24:03.40	4	1	9
511	Nick Williams	6:38.12	6:07.97	5:33.88	DNF	18:19.97	3	2	19
'7	Scott Wilcox	6:39.81	6:00.53	DNF	7:59.75	20:40.09	3	3	21
621	Des Armitage	6:34.16	6:48.75	6:21.56	6:19.84	26:04.31	4	1	13
621A	Penny Armitage	8:07.69	7:43.19	7:41.38	7:23.81	30:56.07	4	2	16
696A	Andrew Hickson	DNF	5:44.62	5:41.16	5:40.97	17:06.75	3	3	17
719	Mark Griffith	6:00.31	5:39.31	5:43.97	5:34.87	22:58.46	4	1	6
731	Paul Leighton	6:04.13	5:53.03	5:51.03	5:48.34	23:36.53	4	2	8
777	Rod Graydon	6:12.16	6:07.25	6:08.94	5:58.88	24:27.23	4	3	10
899	David Spencer	6:42.81	7:03.19	6:25.40	6:32.00	26:43.40	4	1	15

Classifieds

Compomotive Wheels to suit Subaru WRX x 6. TH-2 design. All one event old. No Longer needed. \$250.00 each.
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 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.
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(frompage 3)
 who broke a rim mid stage. Young was 17 down. It was then onto Caseys 1, 13.1 km. Berry was quickest again by 7 from Young and took the outright lead. Kahler was a further 3 adrift before crews returned to Imbil for service where Berry had the brake fluid changed in the Gemini after a small problem toward the end of Dwyer. Gaps at service were Berry/Frost 35.41. Young/Kable 35.56. Kahler/Stringfellow 46.05 and Oldano/Young 52.59 after their off.

A quick dash out to tackle Little Derrier for the second time saw Kahler take his second stage win of the day but only by 1 second from Young with Berry 4 down. Regroup then back out to Rocky Hole 2. At 13.3km the longest stage and where Berry had dropped time to Kahler and Young. As night fell, Berry headed the time sheets with 11.14 from Kahler 11.15 and Oldano getting in on the act with a great time of 11.33. Youngs exuberance getting the best of him as he gave up a great second place. Berry/Frost held a 21-second lead over Kahler/Stringfellow and 47 to Young/Kable as they all headed to Caseys 2. Berry didn't hold back and set fastest at 11.07 to extend his lead over Young by 8 and Kahler by 10. So that was the 41h round of our championship, the win going to Steve Yorkie Berry and Myles Frost in the GSA Wholesale Suspension Gemini by 31 seconds from Peter Kahler and Peter Stringfellow in the T&R Mechanical Services Gemini. Paul Young and Daniel Kable had come so close to second but blew it all in the first of the night stages. Third was probably not reward for the day's work. Michael Oldano and Paul Young made it to the finish and picked up 4 outright. Persistence rewarding them with good championship points.



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