

# BRISPORT

THE NEWSLETTER OF THE  
BRISBANE SPORTING CAR CLUB.

WEST END. PHONE 3846 0233.



*December 2001 Newsletter*



**Merry Christmas and a Happy New Year  
from the Brisbane Sporting Car Club**

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# PRESIDENT'S PIECE

BY CRAIG PORTER

Tis the season to be jolly with another year coming to a very abrupt end, so quickly the years go by. This has been one of the your clubs most busy years in the organisation of and the running of events. And quite successful from an organisation of events point of view, and successful in seeing many new members throughout the year helping at events. Members as competitors have again supported our events enthusiastically which of course is what it is all about.

The new year brings more opportunities for events such as the Bailey Powerlines upgraded to a QRC round and the two days of the ARC being separate heats of the QRC. Townsville will again host a round so competitors its over to you to support each round of this series. By the time that you receive this publication the Keema Classic Rally presentation night will be over. As will be our Christmas Party held at the clubrooms. Briefly the rally went well - according to plan with unfortunate niggling accidents and engine failure being the main culprit for competitors throughout the day.

"on a mission" with his 2 wheel drive Datsun and proved the I'm disappointed for John Goasdoue who was competing in his eleventh event at Gallangowan, to have engine problems so early in the event was disappointing. John Spencer was definitely mighty Datsun still has what it takes to be there with very competitive stage times. The Carrigan boys staged a very cool and tempered attack on the event with strict instructions (from Mum?) not to damage, destroy, crash, remove paint or anything from Dads new rally car, oh and by the way go get the QRC championship!

Christopher and Ben Atkinson tactically used this event to hone their skills for a full on attack in 02 and proved that consistent times will get you home in first place any day. We look forward to their competitive nature within the sport next year. Dad had the biggest smile of all after the event.

Some changes to the Philcomm Clubman Rounds with the KCF Short Course Rallies in 2002 not being rounds of this series. The KCF events will remain with the same format at Jimna with the

**Contribution cut-off date for  
the next Brisport is...  
10 February 2002**

## **BRISPORT MAGAZINE e-mail addresses**

### **Tom Smith**

tomk.smith@qr.com.au

### **Brad Smith**

brad.smith@families.qld.gov.au

### **BSCC**

bssc@powerup.com.au

### **Web Site**

www.bscc.asn.au

### **CLUBROOMS:**

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

### **CONTACT DETAILS:**

All correspondence, entries, etc for the Club should be addressed to:

BRISBANE SPORTING CAR CLUB LTD  
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Facsimile: (07) 3846 0244

## **BSCC Board - contact list**

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## THE CLUB CAPTAIN'S CORNER

BY DEL GARBETT

Well, it's all over for another year. I hope that everyone had an enjoyable run at Gallangaowan. Congratulations to Chris and Ben Atkinson for their win in the QRC; Wayne Johnston and Ron Peters for F2; Tristan and Andrew Carrigan for Clubman and Steve (Yorkie) Berry and Myles (Sandy) Frost for Gemini. Also big congratulations to Tristan and Andrew Carrigan for winning the Queensland Rally Championship for 2001. Well done Guys! If anyone has not handed in their eligibility confirmation form to have their points validated for QRC points, please send them to the Registrar, C/- Qld Rally Advisory Panel, CAMS as soon as possible.

The first event for 2002 will be a Rally School to be held on the 15/22/29 January at the BSCC Clubrooms. If you need more information call Del Garbett on 0417 649 020 or Iain Stewart on 3284 3061. Don't forget the Rally Forum and Rally Party on February 2, 2002 organised by the Queensland Rally Advisory Panel starting at midday at CAMS Office, Milton. To confirm your booking for the Rally Party ring Berenice Stratton on 0414 733 614. To everyone have a Merry Christmas and New Year and I will see you all in 2002. Del

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## QUEENSLAND RALLY FORUM

Saturday February 2, 2002

Chairman: Garry Connelly

CAMS Office, Milton

Midday for 12.30 start

Topics: Any rallying issue you want to discuss

## RALLY PRESENTATION PARTY

Macarthurs HQ, 479 Adelaide Street

7pm for 7.30pm

\$35 per person. Buffet menu

Why? Have fun and acknowledge 2001 Class and Outright winners from all levels of QLD rallying

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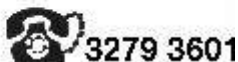
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# COMING EVENTS

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

## FIRST CLUBNIGHT FOR 2002

The Clubrooms at 206 Montague Road West End will re-open for 2002 on Wednesday 9 January at 8pm. They will then be open every Wednesday night until mid-December for members to get together and discuss motor sport, etc. As was done last year, certain Wednesday nights will be allocated as Guest Speaker evenings, Trophy Presentations, etc, and these dates will be advised in Brisport. Club officials will be available at the Clubrooms on Wednesday nights to accept membership subscriptions and sign CAMS licence applications, etc.

## RALLY SCHOOL

The first evening of the three-part Rally School will be held at the BSCC Clubrooms on Tuesday 15 January, commencing at 8pm. This will be a good chance for new and potential future competitors to learn the basics of rallying. There will be a small charge for people who attend this school. The second Rally School evening will be held at the BSCC Clubrooms on Tuesday 22 January, again commencing at 8pm. The third and final Rally School evening will be held at the Clubrooms on Tuesday 29 January. Anybody who attends all three of these evenings should end up with a good knowledge of what to do on a rally. *For further information, contact Iain Stewart on 0409 499284 or Del Garbett on 0417 649020 (anytime).*

## RALLY FORUM

CAMS Queensland Rally Panel is organising a Rally Forum on Saturday 2 February. This will be held at the CAMS Office, Sports House, Milton commencing at 12 noon. CAMS is using this Forum to obtain feedback on various aspects of rallying. Anybody interested in rallying (competitors, team managers, officials, etc) are welcome to attend. *For further information contact Barry Neuendorff on 32641541 (home).*

## RALLY PRESENTATION DINNER

As in previous years all people interested in rallying are welcome to attend the annual dinner where the 2001 Class and Outright winners will be recognised. This will be held at Macarthurs HQ Hotel, 479 Adelaide Street on Saturday 2 February commencing at 7pm. A good night is assured. *For further information, contact Berenice Stratton on 32092073 (home) or 0414 733614 (anytime).*

## SHORT COURSE OFF ROAD EVENT

The Gympie Auto Sports Club is running a Short Course Off Road Event on the weekend of the 2-3 February. The venue has not yet been finalised but it will be in the Gympie area. *For further information contact Kevein Lawrence on 54829154 (home).*

## DIRT SPRINT

The Australian All Rally Group is running a Sprint on the weekend of 2-3 February. A dirt track of approximately 6km in length will be used. The location is 4km north of Jandowae (a little past Dalby). Timed runs will be held on the Saturday and Sunday. *For further information contact Kay Paynter on 46303425 (home).*

## MOTOR SHOW RALLY INSTRUCTION EVENING

A get-together of competitors in the Motor Show Rally will be held at the BSCC Clubrooms 206 Montague Road West End on Wednesday 6 February commencing at 8pm. This will not be an official Event Briefing, but will be a chance for the organisers to explain some aspects of the event and for competitors to ask questions. *For further information contact Rod Sams on 33459075 (home).*

## MOTOR SHOW RALLY

The annual Motor Show Rally will be held on Saturday 9 February in conjunction with the 2002 Brisbane International Motor Show. It will be run as a Touring Assembly, commencing at 8.30am from a point close to the City Centre, then will run through the Brisbane suburbs and surrounding rural areas, and finish mid-afternoon at the Motor Show. *For further information contact Rod Sams on 33459075 (home).*

## ANOTHER SHORT COURSE OFF ROAD EVENT

SEQORRA are organised the first round of the Queensland (short course) Off Road Drivers Series on the weekend of the 9-10 February. A venue has not yet been finalised, but it is likely to be at Willowbank. *For further information contact Andrew Manning on 0415 451514 (anytime).*

## RALLYSPRINT AT PAT KENNEDY COMPLEX

The Holden Sporting Car Club is running a weekend of motorsport at the Pat Kennedy Rally Complex north of Jimna on the weekend of the 9-10 February. The event will consist of timed runs on the track which is 3.2 km in length. Cars should get at least ten runs and unregistered vehicles are permitted to enter. Camping and catering will be available at the grounds. *For further information contact Scott Doyle on 0414 973153 (anytime).*

## GATTON SPRINTS

The Australian All Rally Group is running the annual Gatton Sprints on closed bitumen roads in the town of Gatton on the weekend of the 16-17 February. *For further information contact Kay Paynter on 46303425 (home).*

## SHORT COURSE RALLY

Once again Keith Fackrell from KCF Rallysport is the sponsor of the 3-round Short Course Rally Series in 2002. The first round of the series will be held on Saturday 23 February. As with the Short Course Rallies in 2001, the event will be held at Jimna and competitors will have two reconnaissance runs over the course. It will therefore be a very good opportunity for competitors to practice their pacenoting in readiness for events such as Rally Queensland, and to apply what they learned at the Rally Schools in January. *For further information, contact Mark Neary on 38213647 (home).*

## MIDNIGHT TO DAWN RALLY

The Alfa Romeo Owners Club is running their Midnight to Dawn Rally in the early hours of Sunday 24 February. It will be run as a Touring Assembly using instructions similar to those in Night Runs. Start Location is the K Mart Car Park at Cannon Hill and

## ARCOM READY TO MOVE ON ARC FUTURE

The Australian Rally Commission (ARCom) is considering the various responses from Manufacturers and Distributors to its recent discussions concerning future vehicle eligibility for the Australian Rally Championship.

ARCom has been greatly concerned over the "dominance of competition" issue which could be exacerbated in the next few years should Subaru Australia be the sole manufacturer supporting the entry of a World Rally Car in the Championship.

"I don't think any of the stakeholders, even Subaru, would find it acceptable that the ARC should become a one horse race" said ARCom Chairman Garry Connelly.

The Commission's views are shared by Host Telecaster Network Ten, which has openly expressed that it wants to see more manufacturers' teams in the ARC and closer competition for outright placings.

"Obviously, the spectacle of World Rally Cars in the ARC is an exciting and worthwhile ambition, but if we have only one or two of them, ARCom questions whether it continues to be a spectacle," says Connelly."

There are a number of pressing issues that ARCom will resolve within the next month including the decision on whether World Rally Cars will be eligible to compete in the 2003 championship and the determination of a timeframe under which modifications to the existing rules would take place.

Connelly met with senior representatives of Subaru, Mitsubishi, Ford, Toyota, Hyundai, Proton and Mazda on September 27, to discuss possible ways ARC vehicle eligibility could be opened up to accommodate those manufacturers who either:

1. Don't have a World Rally Car
2. Have a World Rally Car but don't wish to run one in Australia due to cost or irrelevance to the models of cars sold in Australia by that manufacturer.

"The meeting was an extremely frank and constructive one" says Connelly. "The manufacturers were all very complimentary about the contribution teams like Subaru and Mitsubishi are currently making to the championship but there was pretty well unanimous support for finding some way to allow other manufacturers in, provided no one type of vehicle was going to be allowed to dominate."

ARCom sent all manufacturers present a questionnaire, to determine their interest in the Australian Rally Championship, seeking response by November 30 this year.

To date, responses either formally or informally, have been received by all but two of the relevant manufacturers. Of particular importance, only Hyundai is still to respond on whether or not it may wish to enter a World Rally Car in 2002. Mazda has indicated it is not at this stage willing or able to commit to a definite programme for 2002 with some form of Production Rally Car.

Connelly expects to hear back from the remaining manufacturers by the end of November, at which time ARCom will make a decision about the future of the championship.

Connelly explained that if 2003 becomes the target year for the implementation of these changes, then ARCom will, in December, establish a technical work group to oversee the development of workable rules for PRC and "prototype" vehicles for the 2002 and 2003 championship.

He says ARCom has a plan to ensure a parity exists between all models, which includes getting feedback from top competitors and says a mid-season review of parity issues would ensure the championship retained close competition.

Connelly says that if the rules to introduce a 'prototype' category were brought in that he believes interested manufacturers would have programs up and running as early as mid 2002, with the view of contesting a full championship in 2003.

He said it is not ARCom's intention to ban World Rally Cars in 2002, however there are certain circumstances which could lead to them being banned from 2003.

Connelly states there are three clear scenarios for ARCom to consider:

1. *There is only one World Rally Car in the ARC in 2002.* ARCom considers this to be unacceptable, but similarly it is not reasonable to ban that car on short notice. ARCom believes the manufacturer running the only WRCar will realise that total dominance by such a car would, if it won as predicted, be a hollow victory without close competition.
2. *There are two (or perhaps even three) World Rally Cars promised for 2002.* ARCom questions whether this will happen, simply on the grounds of economics. Most WRCars cost a little under AUD1million to purchase and to run an ARC-winning campaign would require an estimated additional AUD500,000. While there are advantages in having WRCars in the championship, it should also be recognised that the number of "works" or "works assisted" drives available within the ARC would be limited. "The opportunity for younger drivers would be restricted as quite frankly, no manufacturer is going to

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## CLUB CAPTAIN'S REPORT

(continued)

first event underway on the 23rd of February under the control of a new Clerk of Course, Mark Neary.

Your board has decided that each month their will be a report of what takes place at each of the Clubs Board Meeting. A more detailed format will appear in the new year. However a couple of interesting comments from the November meeting. Financially the club is in a sound position with the only outstanding large expense within the building being the relocation of the master power board to an external position. Our membership remains constant with in excess of 300 members with the view of the board to seek other clubs to join us next year and for them also to use our facilities. Plans are underway for our 50th anniversary in 2003 with celebrations generally taking place throughout the year.

The club is constantly upgrading its equipment and David Nash has been extremely generous in supporting the "tidying up" around the club and the supply of those items you can't pick up at the corner store. David will finish the kitchen shortly finalising the work within the clubrooms. We are also replacing our 18yr old Wharton clocks with an order placed with Ian Capps to supply a modern computer compatible timing system for all events. Those are several comments from what generally is a very busy meeting.

Will close now and wish all members of our club The Very Best Wishes for The Christmas Season and I look forward to seeing you all in the New Year.

Craig Porter  
President

## CLUB CHAMPIONSHIP POINTS SCORES

All of the Clubs competition activities for the year have now been completed.

Elsewhere in this magazine are the final pointscores for the 2001 Rally, Short Course Rally, Night Run and Club Officials Championships.

The Off Road and Touring Road Event Championships pointscores were printed in the November issue of "Brisport".

Club members are asked to check their scores and notify the Club Registrar, Tony Best (home phone 3371 0367) prior to Sunday 10 February 2001, if there are any errors.

The scores for the Club Officials Championship are obtained from the Officials Sign-on sheets and other people that the Clerks of Course or Stage Commanders may remember. It is therefore quite possible that some names may have accidentally been left off the list.

The Night Runs are run by Clubs other than BSCC and the results received from them are sometimes incomplete.

These results will become official on 10 February 2002 and the pointscores for the Club Champion, Junior Champion and

Ladies Champion will be published in the February issue of "Brisport".

As mentioned in the September and November issues of "Brisport", suggestions are still welcome on ways of improving the method of scoring in the Club Championship.



### FINAL POINTSCORE

#### 2001 BSCC NIGHT RUN CHAMPIONSHIP

	Mar	Apr	May	Jun	Oct	Total	Place	Club	Junior	Ladies
	16	20	18	15	19	Pts		C'ship pts	C'ship pts	C'ship pts
Steve Jones	11	11	11	11		44	1	11		
Andrew Gordon	10	10	10			30	2	10		
Helen Best					11	11	3=	9		11
Tony Best					11	11	3=	9		



## THE MOTOR SPORT CALENDAR FOR 2002.

### RALLIES

The **Australian Rally Championship Super Series** will consist of six rounds next year, the additional round being a new event based in Sydney.

Harbour City Rally NSW	9-10 Mar
Forest Rally WA	6-7 Apr
Falken Tyres Rally Queensland	15-16 Jun
Rally of South Australia	13-14 Jul
Saxon Safari Tasmania	10-11 Aug
Rally of Melbourne	7-8 Sept

There will be two additional events that will count towards the Australian Rally Manufacturers Championship. The Rally of Canberra is also Australia's round of the Asia Pacific Rally Championship, while Telstra Rally Australia is Australia's round of the World Rally Championship.

Rally of Canberra	3-5 May
Telstra Rally Australia	30 Oct-3 Nov

The **Queensland Rally Championship** will consist of five rounds. Full Championship pointscores will be awarded to each Heat of Rally Queensland and Townsville, making seven opportunities to score points.

If interest to BSCC members is the fact that the Bailey Powerlines Rally has been upgraded to Queensland Rally Champion status.

Coolool Classic Rally	23-24 Mar
Falken Tyres Rally Queensland	15-16 Jun
Townsville Rally	27-28 Jul
Bailey Powerlines Rally	21 Sept
Keema Classic Rally	30 Nov-1 Dec

The Keema Automotive Group Formula 2 Rally Championship will also be run over the five rounds of the Queensland Rally Championship.

The Rally **Philcomm Communications Clubman Rally Series** will be run over four rounds.

Coolool Classic Rally	23-24 Mar
Townsville Rally	27-28 Jul
Bailey Powerlines Rally	21 Sept
Keema Classic Rally	30 Nov-1 Dec

le. The Queensland Championship Rallies other than the ARC Round will count towards this Series,

**KCF Rallysport** will again be supporting their Short Course Rally Series on the following dates

Round 1	23 Feb
Round 2	6 Jul
Round 3	9 Nov

The following events not counting towards any of these Championships will be run by the Gladstone and Rockhampton Club.

Rydges Capricorn Forest Rally	2-3 Mar
Kalpowar Rally	11-12 May
Railway Hotel Byfield Forest Rally	17-18 Aug

### OFF ROAD EVENTS

The Australia Off Road Championship will be run over five rounds in 2002, the new inclusion being the Finke Desert Rally run near Alice Springs. There will be only one round held in Queensland, which will be organized by BSCC in the Goondiwindi area.

Griffith	30-31 Mar
Finke Desert Rally	8-9 Jun

Kempsey NSW	20-21 Jul
Mildura Vic	31 Aug-1 Sept
Goondiwindi Qld	19-20 Oct

The **Queensland (Long Course) Off Road Championship** will also be held over five rounds.

Millmerran Auto Club Chinchilla	2-3 Mar
German Autos Enduro Gatton	27-28 Apr
SEQORRA Jimna	22-23 Jun
BSCC Goondiwindi	19-20 Oct
Gympie	9-10 Nov

The **Short Course Off Road Driver's Series** will consist of the following four rounds.

SEQORRA	9-10 Feb
Gympie	18-19 May
Millmerran	10-11 Aug
AARG Echo Valley	21-22 Sept

### TOURING ROAD EVENTS – TOURING ASSEMBLIES

BSCC is again running the annual Motor Show Rally and Touring Road events in conjunction with Rally Queensland and the Leyburn Sprints. Tom Snooks from Octagon Motorsport (the organisers of Targa Tasmania and the Grand Prix Rally) is proposing to run a four day event in Queensland.

Motor Show Rally	9 Feb
Coastal Challenge	15 Jun
Proposed Octagon Motorsport Event	18-21 Jul
Leyburn Road Rally	17 Aug

### BITUMEN SPECIAL STAGE RALLIES

These events are growing in popularity with some events producing fields far greater than ARC events. The Gold Coast Tourist Trophy is again planned to be run as a two day Rallysprint using two sections of closed road (one each day) run three times in either direction.

Rally Tasmania & Lactos Heritage	16-17 Feb
East Coast Classic	14-17 Mar
Targa Tasmania	17-19 Apr
Gold Coast Tourist Trophy	25-26 May
Classic Adelaide	24-27 Oct

### NIGHT RUNS

The Marque Sports Car Club will again be co-ordinating their Interclub Night Run Series which will be run on the third Friday of each month from March to November.

### BSCC CALENDAR

The following events will be run by the BSCC

Motor Show Rally	9 Feb
Round 1 KCF Series	23 Feb
Coolool Classic Rally	23-24 Mar
German Autos Enduro	27-28 Apr
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Keema Classic Rally	30 Nov-1 Dec

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CAMS 28<sup>th</sup> November 2001

Dear Rally Competitor

You will find attached, details concerning the new licensing and permit structure for rallying in Australia.

The Australian Rally Commission (ARCom) wishes me to stress to you that there are two distinct issues that have had to be addressed in arriving at this new structure.

The first is that now there is an "Australian Rally Licence" – one licence that allows you to compete in almost all road events in this country. This new licence will only need to be upgraded if you wish to compete in an FIA International event. This achieves ARCom's goal of removing any artificial barriers to competitors moving between various styles or levels of rally events.

With the new licence comes a risk management strategy which will require you to participate in a briefing session, even if you are an existing licence holder. In addition, if you are a new applicant who wishes to drive in rallies, you will be required to be assessed for your driving proficiency.

And in keeping with sound risk management practice, all rally licence holders will now have CAMS Manuals.

The second issue relates to the new licence and permit fee structure. This is detailed in the attached document. The system was designed after very constructive feedback from competitors at all levels, especially during forums in Melbourne and Sydney.

There are two main external factors which have forced us in this direction. One is the huge increase experienced (and expected in the future) in insurance

premiums and excesses. This MUST be funded for if the sport is to survive. The other relates to the simple fact that rallying at all levels except for international, was not "paying its way" within CAMS.

ARCom believes that by adopting this new structure it is acting in the best long-term interests of the sport and that you, as a rally competitor, want us to ensure that our sport not only "survives" but indeed prospers. This year has seen motor sport face some very difficult issues. In restructuring rally licences and permits, ARCom, working with the board and management of CAMS, has been proactive in facing those issues that have the potential to negatively impact our sport.

Kindest regards

for:

**Garry Connelly  
Chairman - Australian Rally  
Commission**

#### 2002 CAMS Rally Budget Information

The Board of CAMS recently approved the budget for 2002, including the licence fees and permit fees. The budget included significant increases to the permit fees, and a restructuring of the licensing requirements.

Many rallyists would know that the changes to the rally licence structure have been the subject of lengthy debate and consultation, most recently including forums in NSW and Victoria.

The restructuring of the licence requirements sees the introduction of the Australian Rally Licence in place of the previous R3 licence. In addition, most people competing in multi club and single

club rallies will be required to purchase an Australian Rally Licence, whereas previously they could participate on a Level 2 Licence. The Australian Rally Licence will cost less than the R3 licence it replaces.

These changes arise from the need to address two major issues.

The first of these is the need for rallying to be self-sufficient in its funding, which has not been the case in the past but must be in the future. The projected divisionalised financial accounts for 2001 show rallying operating at a significant loss (approximately \$200,000) in terms of income versus expenditure. These figures have been discussed in detail between ARCom and the CAMS financial management, and are accepted as a reasonable representation of the actual situation. It is the first time that this information has been available for each branch of the sport on a reliable basis, and it shows that action is now needed.

The second issue is that the cost of public liability insurance world-wide has increased dramatically in 2001, and whilst CAMS is protected from this increase for 2002, an increase of over 100% in the cost to CAMS of liability insurance is quite probable in 2003. Therefore funds to cover this (rallying's share is estimated at \$250,000) have to be raised before June 2003 so that the insurance can be paid for when the policy is due for renewal. It should also be noted that a disproportionately high percentage of insurance claims, in dollar terms, arise from rallying.

In addition, ARCom sees the need to establish a fund of approximately \$100,000 for special projects. These include some promotion and administration of the Australian Rally Championship, but also include such projects as the promotion of rallying generally, the establishment of a rallying Risk Management Group, support

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for the rally.com web site etc. The pricing structure for the rally community for 2000 has allowed for the raising of the \$100,000 to be borne primarily by those competitors who will benefit most from the fund; however, all rallyists will gain benefits whether directly or indirectly.

The overall outcome of balancing these priorities was that permit fees for rallies were increased by 75%, while the cost of the Australian Rally Licence was set at \$132.

The great majority of the additional revenue will be raised through permit fees, which explains the significance of the increase in this area. This decision was taken as a result of feedback from forums conducted in both New South Wales and Victoria. Rally competitors at these forums were adamant that they preferred this revenue to be raised on a "pay as you use" system, rather than by increasing licence fees, which would have resulted in all competitors paying the same amount, regardless of the number of times they utilised the privileges of their competition licence.

It is important to note that those competitors currently using R3 Licences will not be getting the benefit of a reduction in costs at the expense of those who will have to upgrade from Level 2, as the vast majority of current R3 Licence holders are regular state or national championship competitors. The increase in permit fees at this level more than offsets the \$101 reduction in their licence fees.

At the same time, as part of its risk management obligations, CAMS has recently introduced a requirement for all competitors in rally and off road to undertake some form of introductory training and assessment as part of the licensing procedure.

For many years now the only prerequisites for obtaining the necessary licence for rallying has been to complete the appropriate form, and pay the appropriate fee. Recently the requirement to complete a medical declaration has also been included. In line with community expectations, CAMS has a requirement to ensure that those involved in rallying, and other facets of motor sport, undergo some preparation in order to reduce the risk to the new competitor in his early events, and also to reduce the risk the new competitor might constitute for other competitors in these events.

Consequently, from January 2002 all applicants for new licences for rallying will be required to attend a briefing session on rallying, with drivers also being required to undergo a relatively straightforward practical assessment at two khanacross, autocross, or motorkhana events. This will enable the competitor who might otherwise pose a danger to himself/herself or to other competitors to be identified, and to be given the opportunity to bring himself up to an appropriate standard prior to competing in his first event.

It is envisaged that once the briefing and evaluation system is established, clubs will be able to conduct these sessions, subject to the approval of their local CAMS state office. These requirements will be applicable to all applicants seeking an Australian Rally licence. In addition, all existing licence holders will be required to attend a briefing session sometime during 2002.

Because the Level 2 licence is not discipline-specific, and because there is no briefing or evaluation requirement for a Level 2 licence, from January 2002 the minimum requirement for all timed rallies will be the Australian Rally Licence. As they affect road events, the Level 2 licences will only be acceptable for touring assemblies and

other non-timed road events, and for touring road events which do not include a "closed road section".

The Australian Rally Licence will be required for ralliesprints, as these are effectively short special stage rallies of two stages (one stage run in both directions) run several times. Timing is to the tenth of a second, (even more critical than a special stage event), and the risks involved are at least as great as for a special stage rally. It would be unrealistic to liken a ralliesprint to an untimed road event or a touring road event.

As was mentioned earlier, the cost of the Australian Rally Licence will be less than the cost of the R3 licence, at \$132. This has been done to reduce as much as possible the impact on those competitors previously competing on a Level 2 Licence.

One of the main aims of introducing the Australian Rally Licence has been the removal of the previous cost barrier confronting the club-level competitor contemplating participating at either a state or national championship event. The requirements have now been greatly simplified; if you have an Australian Rally Licence you can compete in any road event other than an International event.

Additionally, as part of the upgraded approach to risk management, all CAMS members holding an Australian Rally Licence will purchase a Manual of Motorsport. This was seen as a weakness of the previous system, whereby thousands of licence holders signed entry forms stating that they would comply with the National Competition rules, without ever necessarily knowing what those rules were, because the licence system did not ensure that the rules came into their possession. The concept of amending the licence system to ensure a much wider distribution of the Manual has been strongly supported by most state rally panels during the consultation process.

There has also been a tendency on the part of one or two event organisers to "under-classify" their events in order to allow the holders of a lower level of licence to compete. This practice will now be made redundant, as all competitors will require the one licence; The Australian Rally Licence.

It is appreciated that the increase in costs is significant, and will not be universally welcomed. However, in setting the budget for next year, the Board of CAMS and ARCom placed strong emphasis on the fact that motor sport enthusiasts are heading into a financially challenging period for the sport, as well as for the economy as a whole. Motor Sport is being tested financially by the factors listed above: the cost of insurance, and the cost of establishing sound risk management practices to ensure that we are adequately covered against litigation. If rallying is to continue to survive and grow, it will need to meet these financial challenges, and comply with increased community standards with regard to safety and risk management.

1. place a million dollar investment in the hands of an inexperienced young gun, no matter how great we think it would be for the sport” said Connelly.
2. *Open the regulations to allow companies such as Ford, Toyota, Hyundai and Proton to run some form of “Prototype” PRCar in 2002.*  
The third scenario is the most likely (unless there is a sudden declaration by a number of teams that they will be running WRCars in 2002 or 2003). The view is that from 2003, World Rally Cars would be banned, and Group N (i.e. the existing Subaru and Mitsubishi Group N cars, and their evolutions) would be the outright category. However, ARCom would develop a set of regulations for these “prototypes” which would allow say a two-wheel drive vehicle to be developed in a “kit” form, so as to make it ultimately competitive with Group N.

“Some of the manufacturers from the meeting on September 27 are very keen to progress this idea” says Connelly. “They see 2002 as a developmental year and 2003 being a year where they could contest the entire championship with two cars each”.

ARCom is interested in this latter scenario. It would allow Mitsubishi and Subaru to run Group N cars that would be capable of outright position and it would allow the others to develop cars, which, according to technical experts, could eventually be also outright competitive in “kit” form and at an affordable price. There may even be a way in which ARCom can accommodate the new Proton 4WD “Group N equivalent” through parity restrictions.

Consideration would be given to privateers currently running Group A or PRCars, again with the view of attaining parity with the leading Group N cars.

In addition it is important, in ARCom’s view, that the excellent television programming currently dedicated to the ARC by Network Ten should continue and be expanded, where possible, to overseas networks and to Subscription Television in Australia. This requires a very significant financial commitment to achieve, which is met by the participating manufacturers. Obviously more manufacturers contesting the ARC will mean a lower individual contribution from each manufacturer.

“In an ideal world, if all goes our way, 2003 could see 10 or 12 cars supported by manufacturers and all contesting the outright championship. We know this is what the

sport needs, and what the stakeholders want”, stated Connelly.

It would also open up the number of drives available for young developing drivers, and ARCom would make it a condition that “recognised kits” be available for sale to private competitors.

“This is an exciting opportunity and unfortunately we simply cannot rush the manufacturers, however ARCom believes there is a great opportunity here. Unfortunately you cannot please all the people all the time, so we have to continue to do what we think will be best for the long term future of the sport in this country” he concluded.

ARCom is also investigating the feasibility and reaction of regular ARC competitors to a proposal to include one or two tarmac rallies as part of the six round ARC. For many years there have been suggestions that the inclusion of one or two tarmac events would provide a more “rounded” championship and give competitors experience on a wider variety of surfaces. South Australia and Tasmania have both been mentioned as potential tarmac events and it is understood the respective organisers may be receptive to the concept.

The inclusion of tarmac events would also assist the competitiveness of any two wheel drive prototype car entered by a manufacturer in the championship but would still keep the ARC as a predominantly gravel series.



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## **2002 MOTORING TOUR**

The Brisbane Sporting Car Club is proud to announce that, with the continued support of the Motorshow Committee, it will be running a 2002 Motoring Tour following in the tradition of the events run over the previous years

***SATURDAY 9TH FEBRUARY 2002***

**Entry Fee is \$55.00 which includes:-  
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**Regulations and entry forms will be  
available in early January**



**"Meet the Champions"**

## COMING EVENTS

(Continued)

competitors should be ready at this point by 11.30pm on Saturday 23 February. For further information contact Ian Hyland on 0412 720234 (anytime).

### CENTRAL QUEENSLAND RALLY

The Central Queensland Motor Sporting Club will be running their Rydges Capricorn Resort Forest Rally on Saturday 2 March. This event uses roads completely within the Rydges Resort on the coast just north of Yeppoon. It is a good low-key fun event and deserves a bit of support from competitors in South East Queensland. More information on this event will be contained in the next edition of Brisport.

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### 2001 AUTOBARN INTERCLUB TEAM CHALLENGE

As BSCC's Interclub Challenge co-ordinator it gives me great pleasure to announce that the Brisbane Sporting Car Club has won this year's Autobarn Interclub Team Challenge.

Thanks go to all those team members who gave their support over the past nine months. There were 6 events in all, ranging from Sprints at Norwell and Willowbank, bitumen Motorkhana, Dirt Track Auto-cross and the Leyburn Sprints rally.

At all events BSCC was well represented, but a special thanks must go to Marc Zande who helped co-ordinate the events, Peter Turner who ran in all the events and also thanks go to Harry Doling in his little Datsun 1200. Here's talent, in every event he contested he won his class and was often in the top three outright.

Watch out if he ever gets serious about rallying!

My thanks again go to all those who helped win this award.

Yours in motorsport.

Henry Ryman

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### GALLON-GOWAN

Excerpt from the Toowoomba edition of the Oxford dictionary.

"Gallon" (n) measure of liquids, 8 pints, 6 scooner, 4 quarts (yes please bar tender)

"Gowan" (n) gowan, gathering of people in very isolated places, once a year

"Gowen" (n) gowen, group of enthusiasts who enjoy playing in the dirt together

"Gown" (n) loose flowing garment, somewhat like the roads in the area.

Whatever way you want to spell it, Gallangowan always goes down as a great weekend. Congratulations to the Carrigoonies for winning the Queensland Rally Championship and to everyone else for competing and putting the event together. I've competed at Gallangowan for the past seven years, only finished at three of them, but always had a fantastic time.

Craig Porter and his crew always call me "Mushroom" now I'm still trying to work that one out, but I think it's because I'm such a "fun-guy". Well, how did you guys and gals get on?

We had our share of disasters but in the end it came out alright. First stage we hit every washout and large rock that was possible to hit, our new softer rear suspension was fantastic until we bent it, which gave us about 5 degrees negative camber (not a bad thing in itself) and about 10 degrees toe out on both rear wheels - not nice at any speed over 50 kms.

Stage 2 and the car starts to overheat. My fault, Craig had warned us in final Supp Regs about the grass in the radiator trick so wind the windows down and put heater and fan on full bore. That kept the temp down all I had to do was try and keep control over the handling of the car.

Stage 3, after cleaning the radiator at service we started to overheat again (same problem) and the engine went completely off song, worked out that we must have crimped a return line to the fuel tank and were starving the fuel to the engine, so stopped and loosened the fuel cap and that seemed to fix that.

End of Clubman stages and we are able to re-adjust rear end toe out. Fantastic the car is back to being "chuckable" on with the LSM light pod - back into the forest.

We were now setting some reasonable times and starting to enjoy ourselves so we finished the rally on a high. Time to check out the ice cold beer in the esky and see if I could find the water pistols I'd put away.

Now some say water pistols should be banned, some say Henry should be banned, some say both should be banned. I say "What the hell - lets do it all again next year" Hope to see you all again then.

Henry Ryman

PS. Looking at the results for the night stages and that's where we had a trouble free run - we didn't do too badly.

Maybe this is where our points scoring system could be looked at and divide the rally into 2 heats with full points scored for both heats, so that in the instance of one having a flat tyre or a mechanical problem in the first heat (4 stages) you could still pick up maximum points in heat 2 with a trouble free run - worth thinking about???

HR.



## CLUB CAPTAIN'S REPORT

(continued)

first event underway on the 23rd of February under the control of a new Clerk of Course, Mark Neary.

Your board has decided that each month their will be a report of what takes place at each of the Clubs Board Meeting. A more detailed format will appear in the new year. However a couple of interesting comments from the November meeting. Financially the club is in a sound position with the only outstanding large expense within the building being the relocation of the master power board to an external position. Our membership remains constant with in excess of 300 members with the view of the board to seek other clubs to join us next year and for them also to use our facilities. Plans are underway for our 50th anniversary in 2003 with celebrations generally taking place throughout the year.

The club is constantly upgrading its equipment and David Nash has been extremely generous in supporting the "tidying up" around the club and the supply of those items you can't pick up at the corner store. David will finish the kitchen shortly finalising the work within the clubrooms. We are also replacing our 18yr old Wharton clocks with an order placed with Ian Capps to supply a modern computer compatible timing system for all events. Those are several comments from what generally is a very busy meeting.

Will close now and wish all members of our club The Very Best Wishes for The Christmas Season and I look forward to seeing you all in the New Year.

Craig Porter  
President

## CLUB CHAMPIONSHIP POINTS SCORES

All of the Clubs competition activities for the year have now been completed.

Elsewhere in this magazine are the final pointscores for the 2001 Rally, Short Course Rally, Night Run and Club Officials Championships.

The Off Road and Touring Road Event Championships pointscores were printed in the November issue of "Brisport".

Club members are asked to check their scores and notify the Club Registrar, Tony Best (home phone 3371 0367) prior to Sunday 10 February 2001, if there are any errors.

The scores for the Club Officials Championship are obtained from the Officials Sign-on sheets and other people that the Clerks of Course or Stage Commanders may remember. It is therefore quite possible that some names may have accidentally been left off the list.

The Night Runs are run by Clubs other than BSCC and the results received from them are sometimes incomplete.

These results will become official on 10 February 2002 and the pointscores for the Club Champion, Junior Champion and

Ladies Champion will be published in the February issue of "Brisport".

As mentioned in the September and November issues of "Brisport", suggestions are still welcome on ways of improving the method of scoring in the Club Championship.



### FINAL POINTSCORE

#### 2001 BSCC NIGHT RUN CHAMPIONSHIP

	Mar	Apr	May	Jun	Oct	Total	Place	Club	Junior	Ladies
	16	20	18	15	19	Pts		C'ship pts	C'ship pts	C'ship pts
Steve Jones	11	11	11	11		44	1	11		
Andrew Gordon	10	10	10			30	2	10		
Helen Best					11	11	3=	9		11
Tony Best					11	11	3=	9		



## THE MOTOR SPORT CALENDAR FOR 2002.

### RALLIES

The **Australian Rally Championship Super Series** will consist of six rounds next year, the additional round being a new event based in Sydney.

Harbour City Rally NSW	9-10 Mar
Forest Rally WA	6-7 Apr
Falken Tyres Rally Queensland	15-16 Jun
Rally of South Australia	13-14 Jul
Saxon Safari Tasmania	10-11 Aug
Rally of Melbourne	7-8 Sept

There will be two additional events that will count towards the Australian Rally Manufacturers Championship. The Rally of Canberra is also Australia's round of the Asia Pacific Rally Championship, while Telstra Rally Australia is Australia's round of the World Rally Championship.

Rally of Canberra	3-5 May
Telstra Rally Australia	30 Oct-3 Nov

The **Queensland Rally Championship** will consist of five rounds. Full Championship pointscores will be awarded to each Heat of Rally Queensland and Townsville, making seven opportunities to score points.

If interest to BSCC members is the fact that the Bailey Powerlines Rally has been upgraded to Queensland Rally Champion status.

Coolool Classic Rally	23-24 Mar
Falken Tyres Rally Queensland	15-16 Jun
Townsville Rally	27-28 Jul
Bailey Powerlines Rally	21 Sept
Keema Classic Rally	30 Nov-1 Dec

The Keema Automotive Group Formula 2 Rally Championship will also be run over the five rounds of the Queensland Rally Championship.

The Rally **Philcomm Communications Clubman Rally Series** will be run over four rounds.

Coolool Classic Rally	23-24 Mar
Townsville Rally	27-28 Jul
Bailey Powerlines Rally	21 Sept
Keema Classic Rally	30 Nov-1 Dec

le. The Queensland Championship Rallies other than the ARC Round will count towards this Series,

**KCF Rallysport** will again be supporting their Short Course Rally Series on the following dates

Round 1	23 Feb
Round 2	6 Jul
Round 3	9 Nov

The following events not counting towards any of these Championships will be run by the Gladstone and Rockhampton Club.

Rydges Capricorn Forest Rally	2-3 Mar
Kalpowar Rally	11-12 May
Railway Hotel Byfield Forest Rally	17-18 Aug

### OFF ROAD EVENTS

The Australia Off Road Championship will be run over five rounds in 2002, the new inclusion being the Finke Desert Rally run near Alice Springs. There will be only one round held in Queensland, which will be organized by BSCC in the Goondiwindi area.

Griffith	30-31 Mar
Finke Desert Rally	8-9 Jun

Kempsey NSW	20-21 Jul
Mildura Vic	31 Aug-1 Sept
Goondiwindi Qld	19-20 Oct

The **Queensland (Long Course) Off Road Championship** will also be held over five rounds.

Millmerran Auto Club Chinchilla	2-3 Mar
German Autos Enduro Gatton	27-28 Apr
SEQORRA Jimna	22-23 Jun
BSCC Goondiwindi	19-20 Oct
Gympie	9-10 Nov

The **Short Course Off Road Driver's Series** will consist of the following four rounds.

SEQORRA	9-10 Feb
Gympie	18-19 May
Millmerran	10-11 Aug
AARG Echo Valley	21-22 Sept

### TOURING ROAD EVENTS – TOURING ASSEMBLIES

BSCC is again running the annual Motor Show Rally and Touring Road events in conjunction with Rally Queensland and the Leyburn Sprints. Tom Snooks from Octagon Motorsport (the organisers of Targa Tasmania and the Grand Prix Rally) is proposing to run a four day event in Queensland.

Motor Show Rally	9 Feb
Coastal Challenge	15 Jun
Proposed Octagon Motorsport Event	18-21 Jul
Leyburn Road Rally	17 Aug

### BITUMEN SPECIAL STAGE RALLIES

These events are growing in popularity with some events producing fields far greater than ARC events. The Gold Coast Tourist Trophy is again planned to be run as a two day Rallysprint using two sections of closed road (one each day) run three times in either direction.

Rally Tasmania & Lactos Heritage	16-17 Feb
East Coast Classic	14-17 Mar
Targa Tasmania	17-19 Apr
Gold Coast Tourist Trophy	25-26 May
Classic Adelaide	24-27 Oct

### NIGHT RUNS

The Marque Sports Car Club will again be co-ordinating their Interclub Night Run Series which will be run on the third Friday of each month from March to November.

### BSCC CALENDAR

The following events will be run by the BSCC

Motor Show Rally	9 Feb
Round 1 KCF Series	23 Feb
Coolool Classic Rally	23-24 Mar
German Autos Enduro	27-28 Apr
Falken Tyres Rally Qld	14-16 Jun
Coastal Challenge	15 Jun
Round 2 KCF Series	6 Jul
Leyburn Road Rally	17 Aug
Bailey Powerlines Rally	21 Sep
Goondiwindi AORC	19-20 Oct
Round 3 KCF Series	9 Nov
Keema Classic Rally	30 Nov-1 Dec

# 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.*

## 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  
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## 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.

## Mazda Familia

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



## Suzuki Baleno GTX

1.8 litre. Velo seats. Bilsteins, Suzuki Sport LSD, 4.2 final drive, kevlar light pod, Uni-chip computer, Terratrip, Terraphone. Some spares. Reg 724DJO. \$14, 450.  
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## Toyota Sprinter Coupe and Parts

(For full details refer to August - September editions of Brisport).

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  
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**Marsh Seats**, 2 x Blue, large (mens) size, suit rally or race car. Good condition.  
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Only \$400. Phone Ross at Saab Care 3394 1411

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1 202 terratrip \$350.00

1 303 Terratrip \$400.00

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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.  
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the road having dust free conditions and pulling out a slight lead on each stage and the team of Chris and Ben only losing a small amount of time to the third placed crew, second place looked safe. That was until 1.70 km into the SS7 the 24km Beauty 2 when they came across the leader on his side in a ditch. This left Chris and Ben with about a 1 minute 20 second lead and only 34kms to go.

There was no time to relax however and it was going to take a controlled approach to take out the event that had claimed so many crews. The remainder of stage 7 and stage eight were completed without incident, Chris and Ben Atkinson took their first ever outright rally win and QRC round win.

"It is fantastic to finish the season with a win, and really tops off what was a successful first year in rallying where we gave up our chance at a possible QRC title to chase experience on pace notes in the ARC," exclaimed an excited Chris. "Congratulations must go to Tristan and Andrew Carrigan in 3rd place, taking out the 2001 QRC title in their first attempt, which has been a great effort."

Atkinson Racing now looks forward to the 2002 Season and continued success.

## Atkinson Racing Finishes

### 2001 Season On A High

Atkinson Racing have finished their first year of rallying on a high by winning the final round of the Queensland Rally Championship, the Keema Classic Rally. The Team of Chris (Driver) and Ben (Co-Driver) Atkinson were ecstatic to finish Chris's first year of rallying with such a great result and sets a good platform for the 2002 season.

Having only competed in his second ever blind rally, two weeks prior to this event, Chris was unsure of how he would go against the experienced local opposition. Also after a year of competing in the ARC which is pace noted it would be a challenge to drive a blind rally. "After driving all year knowing what was around the corner or over the crest, it was tricky to drive on roads I didn't know," Chris said. The Keema Classic Rally was always going to be difficult to win and is known as an event that really tests both the crews and the cars. It also provides some of the toughest competition of the year as it is an event the most the Queensland based ARC teams compete in and with Stewart Reid and John Goasdaue heading the entry list this was again the case. Unfortunately Stewart was a last minute withdrawal leaving a field of 54 starters.

"How rough was that!" was the comment of most crews as they finished the first stage of the rally the 11.50km Manumbar stage. With rocks strewn all over the road the crew were relieved to get end with out a puncher or any damage. The next 23km stage went without drama but saw the first two cars on the road drop out with Paul Andrews rolling his EVO 1 and John Goasdaue suffering engine troubles and retiring at service. With an already high attrition rate Atkinson Racing was lucky to survive Stage 3. "4km from the end we went over three humps with the final being a triple caution, when all of a sudden the temperature gauge lost all reading. We feared that we had put a hole in the radiator and lost all the coolant, and backed off to the finish," explained Ben. What followed were a worrying few minutes, only to discover that they hadn't lost any coolant at all and that it was only a fault with the temperature gauge. The team completed the next stage without incident, apart from some severe dust which resulted in the crew slowing to a near stop at some places. At the regroup the team were comfortably in second place with a gap of 1 minute 30 seconds to third place and 28 seconds to the leader John Spencer, first car on the road.

Everything was going as expected with the leader and first car on the



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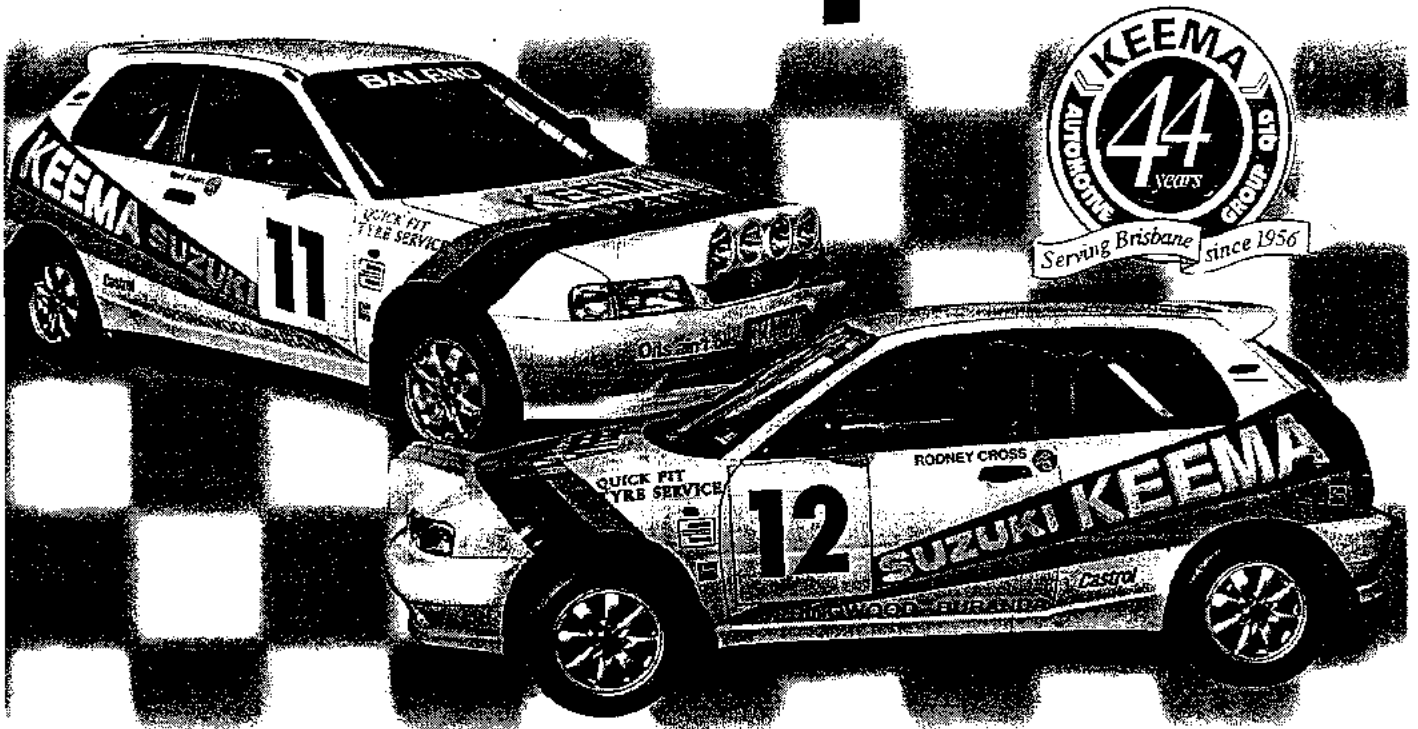
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