



# BRISPORT



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

Phone: (07) 3846 0233 Fax: (07) 3846 0244  
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**Brisbane International  
Motor Show 2002  
Motoring Tour  
attracts 40+ entries -  
Photos inside**



## BRD Gives a (Turbo) Boost To The QRC

Those who have lamented the lack of turbo 4WD rally machines running in the QRC are in for a treat in 2002. Bryce Racing Developments, based on the Gold Coast, have launched a three car Subaru team set to cause a stir in Queensland rallying.

The three version 5 STI rockets are ready and waiting for the Cooloola Classic in March, the first QRC event of the season, and will be competing in the entire championship.

The cars will be prepared at the Bryce Racing Developments workshop by John Eddy, who for 15 years has been preparing Queensland rally cars of all types. The drivers of these three forest racers are Steve Wall, Matt van Tuinen and Bevan Dyet. More inside this edition.

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# President's Piece

The new year is upon us and we are off to a great start with two events to take place during February 2002. The Motorshow Classic Rally is underway on the ninth of February with Rod Sams and his team planning another great event to get the year underway. Last years event was well received by competitors who as a bonus were given tickets to the motor show held at the Brisbane Convention and Exhibition Centre.

At this years event competitors will have travelled over two hundred kilometres around Brisbanes suburbs before a BBQ finish on the banks of the Brisbane river followed by a visit to the motor show. A bonus at this years motor show will be a display of yesteryears rally cars and the inclusion of the GSA Wholesalers very modern Mitsubishi Evo 6 owned by Steven Shepherd and principally sponsored by Falken Tyres a long time sponsor of our ARC and supporter of the BSCC.

Towards the end of February we will again run the KCF Short Course Rally at Jimna. I am happy to announce that Mark Neary has taken over the reins of this series with the

first event on the 23rd. The event will follow similar lines as in previous years with reconnaissance and three runs over the rally route to take place during the day. One issue which demands attention for competitors is the new licence system to take effect this year. As an organiser of many events throughout the year we can only say please get your paperwork in order early in the year. A simple call to the CAMS office will clear up any grey areas that may arise.

The Clubs Annual General Meeting will be held on the 13th of March, a little earlier than in previous years due to events taking place during the latter part of March. A notice appears in this edition of Brisport and if you believe that you can offer your services either as a Board Member or in another official role then we would like to hear from you. As mentioned previously your Club is in a very strong financial position going forward, however we need to stay on top of issues that relate to the operation of the club, so please come along and voice your thoughts.

Craig Porter  
President

Brisport

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

## BRISPORT MAGAZINE e-mail addresses

**Brad Smith**  
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bscc@powerup.com.au  
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### CLUBROOMS:

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

### CONTACT DETAILS:

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

## BSCC Board - Contacts

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



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# Club Captain's Report

A very good turn up to our Rally Schools held in January. A lot of people commented that they picked up lots of information, even competitors who have been rallying for some years. So it goes to show that you can always learn more, even if you think you know it all. Thanks to Iain Stewart for his time; I know he enjoys doing it for you.

Our next planned Licence Lecture will be on 12 March at BSCC. A cost of \$5 will apply to all non-BSCC members. At our first lecture 57 people attended, so anybody who has not done their lecture yet please take this opportunity to do so.

Anyone who attended the R.A.P. dinner would have to say that it was a huge success; with 125 people attending. Thanks to all those who phoned thanking Bernice, Peter and myself for putting on such a top night. We all appreciate that you had a good time.

Our first event kicks off on the 9 February; the Motor Show Rally; which is always a huge success, plus you receive an entry into the Motor Show. The first round of the KCF Short Course rally series will be held on the 23 February. I understand that there will be a few top drivers entered in vehicles you would usually not see them in. Things have been full-on over the past few months, so I hope to see you all at our first rally.  
Del



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# Coming Events

## **KCF SHORT COURSE RALLY**

The first round of the 2002 KCF Rallysport Short Course Rally Series will be held on Saturday 23 February. It will also count as the first round of the Falken Tyres Gemini Challenge. Similar to last year's Series, the event will again be run at Jimna, with good support from the local community.

Competitors will have two reconnaissance runs and three timed runs over the course, which consists of two Special Stages each of approximately 8.5 km in length. Competitors have to book in at the Start Area by 10am with a briefing at 10.20am followed by reconnaissance at 10.30am and timed runs at 1pm. All competitors should finish the event before dark and the trophy presentation will take place at the Jimna Sports Club at approximately 7.45pm.

*For further information contact Mark Neary on 38213647 (home).*

## **MIDNIGHT TO DAWN RALLY**

The Alfa Romeo 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. The start location is the K Mart Car Park at Cannon Hill and competitors should be ready at this point by 11.30pm on Saturday 23 February. Any road car can be used and it should be suitable for historic rally cars.

*For further information contact Ian Hyland on 0412 720234 (anytime).*

## **GUEST SPEAKER AT CLUBROOMS**

It is proposed to have Guest Speakers at the Clubrooms on Wednesday nights on a regular basis as was done last year. The first Guest Speaker Evening will be Wednesday 27 February.

Guest Speaker will be John Spencer who is well known as a rally competitor and tyre dealer. John is a former Queensland Rally Champion and Classic Adelaide winner. He will be mainly be talking about bitumen rallies and types of tyres that are available, but is willing to answer questions on any other matters. Start time is 8pm.

## **CENTRAL QUEENSLAND RALLY**

The Rockhampton-based Central Queensland Motor Sporting Club will be running their annual Rydges Capricorn Resort Forest Rally on Saturday 2 March. The event will start from Rydges Resort at 11am and finish at approximately 4.30pm, with 90 km of Special Stages all within the grounds of the Rydges Capricorn Resort on the coast north of Yeppoon.

The organisers have advised that the roads to be used are all in very good well-maintained condition. It would be very good to see a few competitors from South East Queensland supporting this event. Competitors from outside Rockhampton will be allowed scrutineering in their home town and will therefore avoid

having to travel to Rockhampton on the day before the rally.

*For further information contact Anthony Tanzer on 49383050 (work).*

## **MILLMERRAN OFF ROAD EVENT**

Advice has been received from the Millmerran Auto Club that their Long Course Off Road Event planned for the weekend of the 2-3 March has been postponed. Hopefully it will be held later in the year.

## **GYMPIE OFF ROAD EVENT**

The Gympie Auto Sports Club are running a Short Course Off Road Event on the weekend of the 9-10 March. It will be held at Kilkivan and competitors will have timed runs on the Saturday afternoon, Saturday night, and Sunday morning.

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

## **JANDOWAE DIRT SPRINT**

The Australian All Rally Group is running a dirt sprint on their property near Jandowae on the weekend of 9-10 March. It will use a track approximately 5.5 km in length, and competitors will get as many timed runs as can be fitted in. The event should be very suitable for rally cars.

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

## **RALLY LECTURE**

As most Club Members are probably aware, all Rally Competitors now have to attend a lecture that covers the basics of rallying. Topics include the role of CAMS, event regulations, entries, insurance, scrutineering, safety, duties of officials, etc. All new competitors have to attend the lecture before they compete in their first event, while competitors who have previous rally experience have to attend some time before the 31 December 2001.

The next Rally Lecture is to be held at the BSCC Clubrooms, 206 Montague Road, West End on Tuesday 12 March commencing at 8pm. There will be other opportunities during the year to attend a Lecture if this date is unsuitable. Competitors will need to bring their CAMS Licence so that it can be signed by the lecturer. Anybody wishing to attend the lecture should contact Esme at the Clubrooms so that numbers are known. The lecture will be free for BSCC Members. A charge of \$5 will apply to non-BSCC members, refundable if this person joins the BSCC at a later date.

## **ANNUAL GENERAL MEETING**

The Clubs Annual General Meeting and Election of Office Bearers will be held at the BSCC Clubrooms, 206 Montague Road West End on Wednesday 13 March commencing at 8pm. Refer to the separate notice elsewhere in this magazine.

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

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# Coming Events

This is a chance for all Club Members to come along and have their say as to how the Club is to be run for the next twelve months. Nomination forms for the Official positions can be obtained from Esme at the Clubrooms. The present Board Members are hoping to see a few new nominations for these positions. Any Club Members who are interested in doing a little bit more to help the Club should contact a present Board Member to indicate their interest.

The presentation of awards for the 2001 Club Championships will take place at the conclusion of the Annual General Meeting.

## NIGHT RUN

The Marque Sports Car Club is again co-ordinating an Interclub Night Run Series for 2002, which will be run on the third Friday night of each month. The first of these events will be held on Friday 15 March, starting at 7.30pm from the K Mart Car Park at Cannon Hill. Results from this event will count towards the 2002 BSCC Night Run Championship.

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

## IPSWICH AUTOCROSS

The Ipswich West Moreton Auto Club will be running an Autocross on their dirt circuit in Champions Way Willowbank on Sunday 17 March. This event consists of a number of timed runs of standing and flying laps of their circuit. Although it is a dirt surface it is very smooth and is quite suitable for road cars. It is also a good place to test a rally car but rally tyres are not to be used and rally cars must be fitted with road tyres.

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

## COOLOOLA RALLY

The first round of the Queensland Rally Championship will be held on Saturday 23 March and will again be sponsored by Quick fit Tyres. As well as being a round of the Queensland Rally Championship it will also count towards the Keema Automotive Group Formula 2 Rally Championship, the Philcomm Communications Clubman Rally Series, and the Falken Tyres Gemini Challenge. For the QRC and Formula 2 there will be nine Special Stages totalling 190 km and for the Clubman and Gemini competitors there will be five Special Stages totalling 100 km.

Special Stage distances vary between 6 km and 36 km, with many around the 25 km distance.

There will be a combination of tight forest roads and more open gravel sections, and some of the very rough roads from last year will not be used.

The event headquarters will be at Glastonbury, west of Gympie, which is the location for all but two of the Service Points. Because of the length of the event the QRC competitors will have to obtain third party extensions for the 23 and 24 March, but the first car should still finish before midnight if there are no delays.

*Officials are needed as well as competitors.*

*For further information contact Barry Neuendorff on 32641541 (home) or 33941411 (work).*

## TROPHY PRESENTATION FOR COOLOOLA RALLY

This will take place at the BSCC Clubrooms, 206 Montague Road West End on Wednesday 3 April, commencing at 8pm.

## BRD GIVES (TURBO) BOOST TO QRC

Those who have lamented the lack of turbo 4WD rally machines running in the QRC are in for a treat in 2002. Bryce Racing Developments, based on the Gold Coast, have launched a three car Subaru team set to cause a stir in Queensland rallying. The three version 5 STI rockets are ready and waiting for the Cooloola Classic in March, the first QRC event of the season, and will be competing in the entire championship. The cars will be prepared at the Bryce Racing Developments workshop by John Eddy, who for 15 years has been preparing Queensland rally cars of all types. "I'm very excited by the prospect of having three Subarus running under the BRD banner as one team," said John. "We hope to run as a semi-professional team and raise the level of competition in the QRC."

The drivers of these three forest racers are Steve Wall, Matt van Tuinen and Bevan Dyet. Steve has had a long association with BRD and Subaru, driving a 1993 model WRX for the past few years. The car, prepared by John, was one of the quickest in the state, however a rollover at Rally Queensland 2001 resulted in serious damage to the car and saw Steve sit out the rest of the year. For 2002, John has prepared a brand new two-door '99 spec STI for Steve to drive. With two-door Imprezas a rare sight on the road, let alone in the forest, Steve's car will grab attention. "It'll be a blast" said Steve.

Matt van Tuinen has been competing in the QRC for the past two years in a very quick Suzuki Swift prepared by BRD. For 2002, he has made the step up to turbo power, acquiring the car that finished second in the Victorian Rally Championship in 2001. The car is an immaculate version 5 STI. Matt will be keen to show what he can do in a 4WD after clinching the P1 class championship in 2001. "It's a great opportunity for me, getting into a turbo 4WD this early in my career," Matt remarked.

Bevan Dyet is returning to rallying after a lay-off of several years. However he's not being half-hearted about it. Jumping straight in the deep end, he's bought the '99 spec Subaru run briefly by Bruce Fullerton in 2001. "We'll have a very steep learning curve getting back into rallying and driving an unfamiliar car but I'm sure we'll be on the pace quite quickly" he said.

With three crews capable of winning events and a professional approach, Bryce Racing Developments should be the team to beat in 2002.

## WIN-A-DRIVE SUCCESS!

By Tom Smith

One of the unique aspects of Australia's round of the World Rally Championship in Perth, Western Australia, is that for many years there has been the opportunity for a complete novice to compete in the event over the same roads as the current crop of WRC champions. This has been possible by virtue of a range of 'Win-a-drive' competitions, backed by the rally, local media and a local manufacturer or distributor. 2001 was no different, and Hyundai jumped in feet first as the official supplier of vehicles for the event, and also the major sponsor of the 'Win-a-Drive' competition.

It was no surprise that everywhere you looked in Perth this year, there was a Hyundai Elantra or Santa Fe with 'Telstra Rally Australia' stickers on the doors. For the competition, Hyundai had enlisted the assistance of Stewart Reid, one of Queensland's favourite sons, and the lead driver on the Hyundai Precision Driving Team.

Stewie is also a dab hand at not only driving very quick rally cars, but preparing them to the highest standards. One of the more formal aspects of the FIA event is the need for the vehicles to be fully homologated in accordance with the FIA rules – no PRCs or bitzas. Thus the plan was for the latest release Hyundai Elantra to be recognised in Group N in its 2.0 litre, 5 speed form – not a bad start with about 110 kilowatts out of the box.

A car was duly delivered to Stewie's Redcliffe SR Automotive workshop and the process began in earnest. The vehicle was stripped and fitted with a comprehensive Dave Feron rollcage, some of Murray Coote's Proflex suspension and seats, 3 inch harnesses etc.

The final result looked every inch the proper rally car, and during the process one of this country's best respected 'technical' aficionados (Clyde Carstairs) oversaw the step-by-step construction to validate the homologation process. Unfortunately as the event approached, it became apparent that details and approvals from the country of origin (Korea) had not been finalised in time for the homologation date, so the car could not be used in competition.

A quick search brought out the ex-Dean Herridge Group A Coupe which had won the F2 title for Dean a couple of years ago. The car was already in WA, so a deal was struck – the competition winner would drive the red beast!! In the meantime Stewie and the team also had to prepare other course cars for the event, including a new Hyundai Tiburon, of a model not yet released in this country.

It was V6 powered and left-hand drive, so provided some interesting work to fit everything together. Back to the competition, and Stewart wanted the bulk of the team to come from Queensland if possible so he contacted me (Tom Smith) some months ago and asked if I would like the job as co-driver for the winner of the contest.

Naturally this takes some thinking about – would the guy/girl be dangerous?? Would they be very slow?? Stewie advised that there would be a process involved to select the eventual winner from a pool of finalists where the person with the best overall potential would get the guernsey.

A young Perth guy named Allen Dartnell pulled the long straw. There were some 9000 entries in WA and another 9000 entries from the east coast who rang in to the Network Ten competition hotline.

Eventually everything came together and a group of us left Brisbane on Friday one week before the event to suss out the driver (who we had spoken to over the phone) and get straight into recce on the Sunday. We met Allen on Saturday before we all went out for a test session with him and the car. He impressed us all with his attitude. Sure he was excited but one of the first things he said was that he wanted to finish the event!

That puts a good thought into a co-driver's head. We headed out and found that he had pretty good reflexes and didn't mind trying the car a little to test its feel on the road, but he didn't use all of the 8000 rpm available – so I was happy with that too! We did our preliminary documentation at the Sheraton in Perth, rubbing shoulders with Tommi, Marcus and Colin. It is still a fantastic atmosphere and Langley Park was all but ready for the show – looking good!

Recce went well, and we enjoyed the comfort of one of Hyundai's best Santa Fe V6 autos, certainly a great car for this purpose. We soon learned from comments offered by the officials that in past years, the competition winner hadn't even done recce for one reason or another.

I guess they just showed up on the day and drove the roads – pretty dangerous stuff to me. We made some of our own notes in the Sotico forest with Stewie calling his version of the corners, then had access to a set of Dean Herridge's notes which we 'toned down' for the other areas of the event. This left Stewie to supervise other works on the course cars and the red Coupe back in Perth which, as it turned out, needed a few items fixed/cleaned/replaced before the start.

Geoff, Russell, Kev and Stewie put in some long days to get everything just right before the start on Thursday.

We were in turn accompanied on recce by another Santa Fe in the hands of Laurie and Jonesy, the lucky guys who got the job of driving the truck over from Brisbane to Perth. They were our 'insurance' if we had problems on recce. By the way, they picked up the WRC 'mock-up' in Sydney and brought it over the Nullabor to the local Perth distributor for display purposes.

Recce went very well and after some lengthy clean-up and re-writing of the notes from me, we were ready on Thursday to go. Langley Park was the first stage on Thursday night and just to add a few butterflies we ran in reverse order.

Yes Car 96 (us) were first out in front of a capacity crowd to match-race with a Daihatsu Charade DeTomaso. Guess what – we won! We were officially leading the WRC round at that point in time – didn't last long but what a blast!

To 'soil' things a little, the scrutineers held us up on the drive back to the service park to weigh

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the car, couldn't get it sitting on the scales right and we booked in a minute late – no fault of ours though, and we were not penalised. Being car 96, it's quite a leisurely start to the first full day of competition, and we headed off on Friday morning at the ungodly hour of 11.00 am.

The first leg was in Mundaring to the east of Perth and apart from the roads being a bit cut up, everything went well. Keep the car clean boys and fill her with gas! Allen listened to the pacenotes and was having a try, but not going overboard.

As a result we were actually setting times quicker than some of the other rally cars at the tail end of the field – not bad for a complete novice.

Brisport

Back to Langley Park for our second attempt and what does Allen do – wins another matchrace – this boy could be a rally driver...

We heard that a race between 2 name V8 Supercar drivers that night ended in misery when Garth Tander put his Commodore into the wall at the tunnel.

In amongst all the rally action, the Hyundai Precision Driving Team were also out there doing their stuff – good to see the Queenslanders there in numbers.

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Saturday dawned bright and again we were off early – about 9.40 or so, I think. About 12 cars had retired on the first day, so we were moving up the field at a rapid pace.

One of the most bizarre scenes I've ever seen was coming over a small crest to see a burnt-out patch of forest with a scorched Subaru shell sitting in the middle of it and 2 other cars sitting nearby in retirement. Apparently the Japanese driver had crashed and set fire to the scrub (and his rally car), then 2 more cars arrived and were distracted by the sight – overshot a tight crest/corner and broke transmissions etc when they landed – truly weird!!

We hit someone else's big rock in the Saturday stages and had to stop to change the right front tyre, losing us about 4 minutes in the process. Back to Langley Park that night to come second in our matchrace, but still the car had not a scratch upon it. The team, and Hyundai executives were pleased.

Amazingly, many people were so surprised to see us still there and still straight. In past years, by this time, the win-a-drive team had been 'history'!!

Sunday, last day, and down to the famous Sotico stages and the big water splash. Once again, Allen did everything that was asked of him but some of the roads were incredibly cut-up – almost impassable with deep sand and gravel. Some of the 'roads' became 15 meters wide, because the WRC guys took the straightest line between two points – over paddocks, bumps, ditches – you name it!!

We made it to the final water splash on the final stage – keep left through the shallow bit and up to the final control.

He was happy, I was happy and the whole team was happy – Allen had brought the Hyundai home to finish his first ever event – Telstra Rally Australia.

We eventually transported back to Perth where all the finishers were presented in Forest place in the middle of town – what a feeling. I don't think anyone could have taken the smiles off our faces.

It was truly a team effort and thanks have to go to all concerned.

Thanks to Hyundai, Falken Tyres, Network Ten, 96.1FM and the 'West Australian'.

Special thanks to Stewie Reid for the opportunity for me to be involved in this great project.

As a small incentive, the Australian Hyundai executives arranged for Allen to have a ride in one of the WRC cars on the Monday after the event – the WRC team had their own post-event promotions day outside Perth.

What a reward! Allen was very gracious in thanking everyone in the team profusely for the opportunity and the result.

Oh, and by the way we won our class – A7 (Group A, 1601 to 2000cc).

I said it a lot during the week of the rally, and now I'll say it again – YAHOOOO!

Tom Smith

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# **NOTICE OF ANNUAL GENERAL MEETING**

The Annual General Meeting of the Brisbane Sporting Car Club Ltd., will be held in the B.S.C.C. Clubrooms, Unit 1/206 Montague Road, WEST END on WEDNESDAY 13 MARCH 2002 at 8.00 p.m.

The business to be conducted at the Annual General Meeting shall be:

To receive the Financial Statements and the Reports of the President and the Auditors in respect of the year ended 31 December 2001.

To elect members of the Board, and any Life Members recommended by the Executive.

To receive, consider, and if thought fit adopt the following Resolution:

“That the Constitution be amended to incorporate all amendments passed at previous General Meetings; a copy of the Constitution, so amended and signed by the President as a correct record, is available for inspection at the Registered Office of the company” (see explanatory note below).

To receive, consider, and if thought fit adopt any other Resolutions of which notice has been given.

To consider any general business.

In accordance with the Constitution, the President, Vice-President, Secretary, Treasurer, Assistant Treasurer, Club Captain and other members of the Board shall be elected at the Annual General Meeting and shall hold office for one year, when they shall retire, but are eligible for re-election.

Each candidate for the Board must be nominated in writing by two financial members of the Club and with the written consent of the nominee. Such nominations must be lodged with the Secretary at least fourteen (14) days before the Annual General Meeting, (i.e. Wednesday 27 February 2002) at the latest.

If insufficient nominations are received for the positions to be filled, nominations may be called at the meeting. However, all such nominations take second place to the written ones received in the required time. Nomination forms are available from the Clubrooms or on request from the Administration Officer on 07 3846 0233. It is most important that we have an enthusiastic and active committee to act on behalf of the Club.

If you are unable to attend the meeting you may appoint a proxy to vote in your place. A person appointed as a proxy must be a member of the Club. Proxy forms must be lodged with the Secretary at least twenty-four (24) hours before the time for holding the meeting. Proxy forms are available, on request, from the Administration Officer (07 3846 0233) – please use one if you cannot attend in person.

By order of the Board  
BRISANE SPORTING CAR CLUB LIMITED

T. Best  
Secretary  
DATED THIS FOURTEENTH day of FEBRUARY 2002.

#### Explanatory Note:

Following a review of the Constitution by the Club's legal adviser, it is apparent that some Resolutions passed at previous General Meetings were inadvertently omitted from the last detailed review of the Constitution in 1999. The sole purpose of the proposed Resolution is to incorporate these amendments in the Constitution effective from the date of this Annual General Meeting.



# Clubman Corner

HAPPY NEW YEAR! AND HAPPY NEW RALLY SEASON! Our first rally is fast approaching and although the KCF Short Course Rallies are not a part of the Clubman series for 2002, consider this as a good shakedown before the official start of the season. Don't be confused by the new rally licencing system, just remember if you don't have the new licence before the KCF - you will not be allowed to run! Now that's not confusing.

I heard some rumours that Rally Panel are going to trial this year a handicap scoring system for the Clubman (to be formally introduced in 2003). Reports suggest that the four rounds of the Clubman in 2002 will have this new scoring system trialled. Don't panic though, it will only be trialled and will not be used officially yet.

It was described to me by an attendee at the Forum as follows:

You take the weight of the car (as per CAMS Manual), multiply it by the CCs, divide that figure by Errol Bailey's shoe size, then times it by Craig Porters inner leg measurement and apply it to the co-efficient of the Blah Blah Blah!!!!

Some simple questions? Are we dumb competitors going to be able to figure it out and more importantly are we going to be able to tell what bloody position we are in during the Rally?

I appreciate that the system is designed to assist drivers that are competing in a lower capacity car - however wasn't that the idea behind having car classes? Maybe this topic can be the source for some good debates this year.

Perhaps you can send me your thoughts as the season progresses and we can then as a group submit these thoughts to the Rally Panel. Remember good comments are also encouraged. Forward your ideas and thoughts to "The Bear" C/- B.S.C.C. But on a lighter note; attendees at the Rally Presentation Party witnessed a very entertaining performance by Steve (Yorkie) Berry. A side of Yorkie was shown that many would not have previously seen before!

Congratulations Yorkie for having a go and congratulations to all Clubman Champs on Outright and Class Awards.

Good luck for the new season and we'll see you in the dirt.

2001 BSCC JUNIOR CHAMPIONSHIP									
	Rally	Short Course Rally	Off Road	Touring Road Event	Night Run	Official	Total Points	Place	
Andrew Ca	11	11				11	33	1	
Sam Donovan						10	10	2=	
Holly Arbon		10					10	2=	
Tait Svenson						9	9	4	
2001 BSCC LADIES CHAMPIONSHIP									
	Rally	Short Course Rally	Off Road	Touring Road Event	Night Run	Official	Total Points	Place	
Margo Knc	8	9				6	23	1	
Helen Best					11	11	22	2=	
Nikki Doyle	11	11					22	2=	
Margaret Mackay				11		10	21	4	
Del Garbel	10					7	17	5	
Danielle Bl	9					5	14	6	
Janelle Svenson			11				11	7	
Jane Colvin				10			10	8=	
Sharyn Moore			10				10	8=	
Sharon Swan		10					10	8=	
Dorothy Collingwood						9	9	11=	
Christine Rice				9			9	11=	
Holly Arbon		8					8	13=	
Mim Crase						8	8	13=	
Simone Martin						4	4	15	
Natalie Baker						3	3	16	
Fiona Macnaughton						2	2	17	

# Club Championship Pointscores

The final pointscores for the overall Club Championship are printed over the previous pages in this magazine.

A total of 178 Club Members scored points in the Championship, and the Clubs congratulations go to Ben and Chris Atkinson, who were the joint winners. This is the first time in the history of the Club that there have been equal winners in the Championship.

Also included are the pointscores for the Junior and Ladies Championships. Once again Andrew Carrigan is the Junior Champion, while the Ladies Champion for 2001 is Margot Knowles.

The pointscores for the individual Club Championships were printed in the November and December issues of Brisport and the winners of these Championships are listed below.

Rally: Tristan Carrigan / Andrew Carrigan  
Short Course Rally: Ben Atkinson, Chris Atkinson and Nikki Doyle (3-way tie)

Off-Road: Wayne Bannon

Touring Road Event: Harry Doling and Tim Gepp

Night Run: Steve Jones

Club Official: Rod Sams

The awards for these Championships will be presented at the Clubs Annual General Meeting on Wednesday 13 March.

As well as the awards for the various Club Championships there are three other awards that are presented at the Annual General Meeting.

## **The Lin Melton Trophy**

This Trophy was presented in honour of former Club Member Lin Melton and is awarded to the most successful novice driver during the previous year. It would be awarded to a driver who did not compete in rallies before 2001. It is quite noticeable that many recipients of this award have later developed into very successful rally drivers.

## **The Queensland Rally Imports Achievement Award**

This trophy was donated to the Club a number of years ago and is also awarded to a rally driver. Criteria used in determining this award include standard of car preparation, consistency, reliability, sportsmanship, keenness, enthusiasm, and support for Club Events.

## **The Sportsman of the Year**

This award is made to a Club Member, either a competitor or an official, who has made an unselfish contribution to the Club that could be considered to be well beyond the normal line of duty.

As has been mentioned a couple of times last year, the Board has been looking at ways of improving the method of scoring for the various Club Championships.

The present method of scoring for the Club Officials Championship was extremely complicated and not very well understood, with many different scores given to different types of Officials, and these scores varying depending on the status of the event.

For 2002 it has been decided to considerably simplify the scoring. For all events conducted by the Brisbane Sporting Car Club, Category A Officials will receive 15 points, Category B Officials will receive 10 points, and category C Officials will receive 5 points.

The types of Officials in each category are as listed below:

### **CATEGORY A**

Clerk of Course  
Deputy Clerk of Course  
Assistant Clerk of Course  
Secretary  
Course Checker

### **CATEGORY B**

Stage Commander  
Assistant Stage Commander  
Post Chief  
Control Official  
Spectator Marshal  
Scrutineer  
Radio Operator  
Scorer  
Event Staff  
Road Car Official  
Administrative Checker  
Competitor Relations Officer

### **CATEGORY C**

Safety Marshall  
General Office Staff

This method of scoring should considerably simplify the Championship, and it is expected that the person who puts in the most effort will still win the Championship.

Suggestions are still welcome as to how to improve the scoring for the other Championships.

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## **Clarification of Some Recent CAMS Decisions**

### **Licences**

Many of the licence types have been completely changed since last year. However there have been licences issued last year that have not yet expired and have an expiry date some time during 2002. Unfortunately it appears that some of these licences are no longer valid and will have to be replaced with the new licences.

Club Members who are the holders of Level 2 Licences are the most likely to be affected.

In 2002 a Level 2 Licence will not be allowable for any Rallies or Off Road Events.

Present holders of Level 2 Licences will have to obtain a National Rally Licence or 03 Off Road Licence before they can compete. If the old licence has not expired they will not have to pay the full price for the new Licence as this price will be discounted by the value of the unused portion of the old Licence, i.e. if it is six months till the Licence expires a credit of half of its cost will be allowed.

The old R3 Licence will also be superseded by the National Rally Licence, but CAMS are allowing holders of unexpired R3 Licences to compete in rallies providing that they apply for a National Rally Licence when the R3 Licence is due for renewal.

Club Members who only wish to compete in Touring Assemblies, Touring Road Events, Motorkhanas, etc will have to exchange their Level 2 Licence for either a Level 2 NS (for events with no speed tests) or a Level 2 S (for events which include Speed Tests).

Note that competitors in Touring Road Events that include closed road Special Tests will require a National Rally Licence.

(continued next page)

## Lectures and Observed Tests

All rally competitors applying for a National or International Rally Licence will be required to attend a Lecture (the first of these lectures was held on Tuesday 22 January and was well attended). In the case of new competitors it is necessary to attend the lecture before competing, but in the case of people who have previously competed (even if they did not compete during 2001) a Licence will be issued and they must attend the Lecture at some time before 31 December 2002.

It is proposed to hold these lectures regularly and the next one will be held on Tuesday 12 March.

New rally competitors will also have to attend two Observed Licence Tests before they will be allowed to obtain a National Rally licence. A typical Observed Licence Test will be at the vehicle involved.

It could be a dirt sprint, autocross, Khanacross, or a motorkhana on an unsealed surface (only one motorkhana is allowed. If one test is a motorkhana the second test must be a different type of event). Competitors who have previously competed in a rally (even if not during 2001) do not have to attend a test.

New off Road competitors will have to attend a lecture and only one Observed Test (which may be a Prologue at an Off Road Event). Competitors who have previously competed in an Off Road Event are not required to attend either the lecture or the Observed Test.

Any Club Members who are still unsure of the exact details concerning their Licences should contact the CAMS Member Hotline on 1300 653529.

## Third Party Insurance

There has been a lot of recent discussion about the requirements for Third Party Insurance extensions, some of which is incorrect.

As most competitors are aware, in the case of Queensland registered vehicles, the participation in any form of motor sport automatically invalidates the compulsory third party insurance of the vehicles involved.

Competitors must therefore obtain an Extension to their policy to cover competition in a particular event. Some Insurance companies issue this Extension at no cost while others charge a fee for this service.

The BSCC has always been diligent in ensuring that competitors have the correct Third Party Insurance Extension. It is always mentioned in Supplementary Regulations and checked at Scrutineering. However a number of other event organisers (particularly those running Hillclimbs and autocrosses) have neglected to do this.

CAMS are now making a greater effort to enforce this, and competitors will no longer be able to compete in any event without obtaining this Extension.

The only events for which this does not apply are Touring Assembly type events conducted entirely on public roads (such as the Motor Show Rally) where competitor must obey all traffic rules at all times.

## Use of Unregistered Vehicles

There has also been a tightening up of rules regarding the use of unregistered vehicles in motor sporting events (hillclimbs and Off Road events being typical examples).

Competitors in these events will now be required to obtain a temporary permit for use of an unregistered motor vehicle in the event. Competitors do not have to physically apply for the Permit as CAMS has arranged to do this on behalf of all competitors before each event.

However competitors will have to correctly include details of engine number and chassis number (if available) on their Entry Form. Entries will have to close earlier to enable the permits to be issued before an event.

The only exception to this requirement is when event organisers can adequately demonstrate that no person other than a competitor or official has access to the vehicle, i.e. at no time is the vehicle in a public place (including when it is being unloaded off a trailer).

## AVGAS

Despite some reports to the contrary, CAMS have now made the decision that leaded fuels including AVGAS will not be allowed to be used in motor sport.

The only exception to this will be some of the older Historic vehicles in events not using any public roads.

Types of fuel that will be permitted include the imported ELF fuel, the 98 Octane premium unleaded fuels such as Optimax, Synergy, or BP Ultima, or any of the commercial unleaded or lead replacement fuels.



Just Reminding you that  
your 2002  
Membership Subscription  
is due  
now!



# Classified Ads

**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  
*Phone Mark on 54828317*

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

**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.

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## 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.  
Phone Henry 0438 424082 (07) 46340615

## 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  
Phone Ray on 5446 6145 or 0412 644 780

**Used Rally Tyres** 195/65 x 15 and 205/65 x 15 18 tyres in total to suit 4WD or RWD  
Prices from \$50 - \$75 each or better for whole lot. Phone Richard Galley 3888 0125 (w) 0407 370 354 (mobile)

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

**8 185/70x14 Maxsport GB8 Rally Tyres.**  
Brand new - never used. \$100.00 each or \$650.00 the lot.

1 202 terratrip \$350.00  
1 303 Terratrip \$400.00  
Turini Spotlights \$100.00 each  
Cibie Super Oscar lights \$80.00 each  
Phone Norm Singleton 3289 1082

## Vale - Barry Goodwin

Barry Goodwin, a former BSCC member, died just before the end of 2001 from a short sudden illness. Barry grew up in Toowoomba where he joined the local car club and competed in motor sporting events. He shifted to Sydney in the early 1970s and then to the Coffs Harbour area in the early 1980s and for a while was the secretary of the Coffs Harbour and District Sporting Car Club.

He returned to Queensland about twelve years ago and lived for a while in Toowoomba and later on the Sunshine Coast. His son Paul started



driving in rallies at this time, and Barry helped with servicing and car preparation. He also navigated in Historic rallies for Tony Perrett in a very quick Mini Cooper S. Barry retired two years ago and started on a leisurely trip around Australia in a campervan, in which he just happened to be in the right place at the right time for events such as Rally Australia, Classic Adelaide, and the Rally of Canberra.

His most recent motor sport event was last years Leyburn Road Rally which he won, navigating for Grafton driver Lee Falkner (a friend from the Coffs Harbour days) in a Datsun 240Z.

Barry is survived by his wife Heather, daughter Linda, son Paul, and two young grandchildren.

# Tail Pipe

