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THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB

April 2002 Edition

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President's Piece

The Annual General Meeting was held on the 13th of March with several new members joining the Board. They include Margot Knowles, Fred van Tuinen, Peter Garbett and Marc Zande, members with a wealth of experience in a variety of motor sporting activities.

I must thank the outgoing Board members, Mim Crase, Henry Ryman and of course Tony Best who has for many years been such a support in the direction taken by the Club. Tony is going on an extended holiday mid year and is looking for somebody to take over the role of looking after Coming Events for the magazine. Contact Brad Smith the Editor if you can help.

Your Club's Board have a number of challenges before them this year. One of the more important is the building of the relationship with our various event sponsors. Having put the effort in to get sponsors involved we intend to take this another step forward this year and into the future. Another area of significant importance is looking after our event personnel who help on our events. This also will get more attention this year.

The Quick Fit Tyres Cooloola Classic Rally was run at a frenetic pace towards the end of March with an excellent outcome all

round. Barry Neuendorf as Clerk of Course deserves credit for a job well done. His team put in a sterling effort during the weekend. This was proven when forty-four people came along to the trophy presentation at the clubrooms on the 10th of April. This was an opportunity to welcome another new sponsor, Hella Australia Pty Ltd as naming rights sponsor for the Queensland Rally Championship.

The German Autos Enduro sponsored by one of our Club members Laurie Svenson is planned for the 27/28th of April, hopefully several Club members will contact Rod Sams to help on the weekend.

Of course when you read this months magazine we are only several weeks out from our round of the Australian Rally Championship. More about the event inside Brisport. A busy time ahead for all as we head into the Clubs busy season, so if you can help in any way contact Esme at the clubrooms please.

Until next month.
Craig Porter
President

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

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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:

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Roller Coaster Forest Rally For Falken Tyres Rally Team

Team Release

The Falken Tyres Rally Team of Steven Shepherd and Dominic Corkeron had a rally of highs and lows in the Respect Yourself Forest Rally held recently in Nannup, Western Australia.

Testing

The team's Mitsubishi Lancer Evolution 6 spent much of Wednesday's test day sorting brake bias and suspension settings to suit the unique "ball bearing" roads for which Western Australia is famous. Just as final touches were being made, a front drive shaft let go, turning the Falken Lancer into rear wheel drive and ending the day. Tread patterns and grooving took up the rest of the time with the team confident a good all-round package had been achieved.

Heat One

Steve Shepherd leapt out of the blocks wary of keeping the car as neat and tidy as possible on the tarmac Busselton Super Special Stage in front of an estimated 5,000 spectators. Despite a dive a little late under brakes for the second

last turn, a time of 1:50 was recorded but without times on the board, the crew was unaware of how the time compared. Soon after, it was announced that this was equal fastest, the first time the Falken Tyres team had led an Australian Rally

Championship round. Steve said later, "I'm just stoked. We intentionally wrote aggressive notes for this stage and attacked hard from the moment the flag was raised. We have been happy with the set-up so far and now it is time to have a real go." Stage two wasn't as kind as a spin set the times back slightly but the forest was where the real battle would begin.

Stage 3 was unable to be completed due to a bushfire mid stage so Stage Four, Ellis 1 would be the first gravel hit-out. Great anticipation was quickly shattered along with the front differential as it failed on the start and the Falken Lancer didn't move. After the jubilation of the previous night, this was a cruel blow but the team responded quickly and fitted the team's spare in short time. The new front diff was an open diff instead of a limited slip unit and as the car was set up for the LSD, it wouldn't be until Brockman 1 on Sunday that the team would know how the car would react.

Heat Two

Brockman 1 was approached with a little trepidation at the start but an attack into the stage revealed that the unloaded front wheel was spinning excessively in mid corner and the car was oversteering more than usual. Folly 1 was the next stage before service and the team completed these lying in 10th position outright. Quick adjustments to the suspension cured the oversteering and Healthway 2 showed the team was on track to have a big go in the final stages. Brockman 2 finally showed what the team is capable of when over the 25 km stage, the Falken Lancer scored 6th fastest time of 14:56. Folly 2 was attacked with the same vigour but unfortunately, with 5 km to go in the 15 km stage, the front tyres cried enough from the excessive wheel spin and a costly off road excursion dropped the crew from 9th to 11th with Nannup Oval 2 still to run.

"I'm a little disappointed with the final result but I am very happy with the way the car performed. The Falken Tyres performed very well for us here and I want to thank them for their continued support", Steve said immediately after the final stage. The Falken Rally Team's next event is the Falken Tyres Rally Queensland in June where Team Principal George Shepherd, currently leading the Queensland Rally Championship, will rejoin the ARC.

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Coming Events

JANDOWAESPRINT

The Australian All Rally Group is running a dirt sprint on their track which is approximately 4km north of Jandowae.

This will take place on the weekend of the 18-19 May. Scrutineering is from 10am on the Saturday with competition commencing at 12 noon on the Saturday and 8.30am on the Sunday.

The course length is 5.5km and all competitors should have a reasonable number of runs on both days.

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

KCF SHORT COURSE RALLY

The second round of the 2002 KCF Rallysport Short Course Rally Series is now to be held on Saturday 13 July. Similar to last years Series, the event will again be run at Jimna, with good support from the local community.

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

FALKENTYRES RALLY QUEENSLAND

With only seven weeks remaining until the running of this years' Falken Tyres Rally Queensland on 15-16 June, the event is looking to be even better than previous years.

With the event consisting 18 stages, with a total competitive distance of 256 kilometres and a total distance of 733 kilometres, the event is considered to cover the most distance of any event since the Super Series started, with 95 kilometres of pace-noting required.

This year has seen a mix of new and existing sponsors, with the major sponsors being Falken High Performance tyres, Philcomm Communications, Caloundra City Council, Hella Lights, Mitsubishi Motors, and Rydges Oasis Resort.

As in previous years, Headquarters will be at the Rydges Resort, with practice available on the Wednesday, Thursday and Friday at Imbil.

Reconnaissance will be available on either Thursday or Friday, at crews choice, with scrutineering on Friday.

The event starts with a Gala Seafood and Wine Festival at Kings Beach Caloundra from 6pm on the Friday. There will be autograph sessions of the top ten crews at 7.30pm on Friday; the first car being due away at 8.30pm.

This year at Rally Queensland there will be a category for Historic Cars (pre 1975). There has already been confirmed entry from Ross Dunkerton and Alan Stean in a 260Z; with entries hoped from John Hills from Sydney in a BDA Escort and Pat Cole in a Mercedes Coupe.

The Rally starts on Saturday morning at 7am, with ten stages during the day, including new roads in the Kandanga area. We will be running the usual Spectator Park at Imbil, with the usual Cutters Camp Spectator Point, as well as a new Spectator Point on Aracariau Road.

The day finishes with a blast up the Hella Hillclimb which this year will be back to its usual length of 2.4 kilometres. After the first blast up the hill the cars will return for a second run with cars starting at one minute intervals.

Sunday gets off to an early start at 6am, with 8 stages during the day. Its back to the Imbil Spectator Park where cars will be run through the Cutters Camp Spectator Point. The event has a gala finish at Kings Beach, Caloundra at 3pm on the Sunday.

Entry fee to the Imbil Spectator Park will be \$20 per adult, with children under 16 free. There will be a charge of a maximum of \$60 per car of up to five people. This is great value, as not only does this include entry on Saturday and Sunday, but also entry to the Hella Hillclimb. Catering and Toilet facilities will be available at the Imbil Spectator Park, as well as commentary. First Aid facilities will also be present at the Park.

Supplementary Regulation should be available at time of receiving this edition of Brisport, and can be downloaded from the Brisbane Sporting Car Club Web Site: www.bscc.asn.au.

In order to make this event the great success it has been in previous years, we are in need of a large number of officials. If you can assist at the event, please contact Kathy Mullaly on 0416073 952 or email kathymull@primus.com.au.

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Rally Queensland 2002

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Rally Queensland 2002

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

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Clubman Corner

A sad Bear starts this latest report for Clubman Competitors. A good rally friend and spirited performer passed away the week after Cooloola on his way home to Tunit. I refer to Graeme TONKA Telford. Tonka and wife Kate had moved to Tunit from Townsville only a few months ago and were enjoying a change in lifestyle and some different rally roads.

They were having a holiday back in Queensland and “as you do” the rally car came on holidays too! Talking to Kate at Cooloola she mentioned how much they had been looking forward to getting back to Qld and competing with some old mates. They as usual performed very well and thoroughly enjoyed the rally.

This is such a sobering moment for all of us who compete in Motorsport. We take all the precautions in our sport, but the minute you get on a public road with the rest of the idiots something tragic like this can happen.

On behalf of all Clubman Competitors I send to Kate and their families our deepest sympathy – our hearts and thoughts are with you at this very sad time.

Cooloola this year was interesting to say the least – we had major accidents, major mechanical failures and major carsickness. Of the 21 registered Clubman Competitors there were only 5 DNF’s; compare that to the QRC entrants at 28 with 11 DNF’s, us Clubman lot fared pretty well.

The recovery boy from Team Riff Raff were run of their feet with about 9 vehicles off in the **first stage of the day**. Lets suggest that this being the first rally of the year where the points really matter, that our testosterone should be kept in check for at least the first stage.

Talking about testosterone; a competitor was telling me their disaster stories for the

day and one of those stories included being stopped in a stage to assist another competitor to remove a car from blocking the stage. Some three cars were held up with this incident and when they all eventually got going again – stuck in each other’s dust etc. a fourth competitor caught up with this. It appears that this fella who caught up; gave one of the competitors a gob full at the end of the stage, something to do with “if you’re having a problem with your car get off the road and let others through blah blah blah”. This is very poor form and not in the spirit of rallying – it always pays to know the facts before running off at the mouth.

On a brighter note it was great to see just how competitive the Clubman section is at the moment. If you look at the stage times for the Clubman, only a couple of seconds per kilometre separated the front of the field from the rear. Such close stage times gives us *saps at the back of the pack*, a lot of encouragement that with just a little more effort, and some more honing of the skills, that one day we’ll get to step on the podium.

The Golden Paw Award for Cooloola goes to husband and wife team, Simon & Margot Knowles. They possibly set a new record for the slowest tyre change in rallying history. Margot admits to an approximate 4-minute tyre swap, but a look at their time for SS-5 tends to indicate that she must have been a touch conservative in her guesstimation. The hot tip is that some serious tyre changing practice is likely to occur at the Knowles residence prior to the next rally.

Motion sickness is a curse that affects a lot of people and in a rally car, at the beginning of a long stage, *it is absolute torture!* Having been afflicted by this very debilitating menace myself on a couple of occasions I really sympathise with Rob Fairbrother. Rob had such a bad dose of it at Cooloola, that by all accounts when the sweep vehicles arrived, Rob was laying in the middle of the track virtually passed out. No doubt Rob was praying for a quick and painless transition to somewhere that didn’t involve

motor vehicles.

As is often the case in rallying, all the action isn’t necessarily at the pointy end of the field. Cooloola was no different! Competitors throughout the day were swapping stage times and having their own little battles with other crews as the rally unfolded. Liam Mahoney and David Overden had a dingdong for third place in P2 – this captured the interest of several of us that don’t even run in the same class. The battle between these two committed drivers raged all day with the best stage times alternating back & forth. Between the Lancer and the Laser the stage times were tied on SS-5. After a full days racing only 2 seconds separated the two crews.

The Tony Scott/Paul Wilding combination deserves a special mention for putting their P1 Corolla up into 4th outright in the Clubman. Shame Toa Cooper isn’t running his Sunny this season, the potential battle of these two giant-killing P1 pilots going head to head would be very interesting to witness.

Congratulations on the WIN go to Rex Ford and Debbie Dillon *the quiet achievers* of rallying. They just get on, do the job and don’t make a huge song and dance about it. I’m sure they are the benchmark we will all have to work towards this year.

Congratulations to everyone who competed in Cooloola – whether you finished or not. Remember that we’re actually out there doing when others just talk about it. **To compete in any rally is an achievement!**

BEAR



A letter to the Bear

This letter was tabled to the Bear and I wanted to share it with you:

Dear Bear,

Let me say that I think your article each month is tops. I really look forward each month to your segment to find out what's been happening in Clubman Rallying. I can only compete occasionally and Clubman Corner helps me stay in touch with what's been happening when I'm not there.

Which actually leads me into my reason for writing in to you. Late last year I attended a forum about rallying at the club headquarters. One of the suggestions raised at this forum by one of the rally drivers was why don't we run a Super Special Stage in or around Brisbane, to help promote our sport.

At the time the suggestion was dismissed out of hand as being too hard and tried before. In light of the recent ARC Rally of Sydney, don't you think we should relook at this idea, as I think that Queensland must be just about the last state that doesn't have such a Super Special Stage, close to a major population base.

I think Southbank could be a prime venue for such a Super Special. I would like to get your thoughts on this and possibly ask you to push the idea to organising committees, as I think we might be wasting a potentially good opportunity to raise money and promote our sport.

Keep up the good work, and I look forward to your response.

N.P

Dear N.P,

The Bear is considering a fairly lengthy response to your letter and as I have run out of room this month – you'll have to WATCH THIS SPACE. I do believe you have raised some very valid points and I look forward to some lengthy discussions and words on this subject. STAY TUNED – SAME BEAR TIME, SAME BEAR CHANNEL.!

Thanks

B

Full-On Rallysport Assault On The Queensland Championship

Team Release

Bruce Fullerton and Hugh Reardon-Smith are teaming up again in 2002 with the aim of winning the 2002 Queensland Championship.

The Full-On Rallysport team emerged at the 1st round, the Quickfit Tyres Cooloola Classic, with a surprise package: the 2001 Impreza WRX of Steve Scott from Gladstone, which Bruce will use for the season. This car has only competed in a couple of rallies, and is well set up for the QRC with good potential.

The deal to use the new shape Impreza came about at very short notice, and the rushed preparation possibly led to the problems causing the team's retirement near the end of the first 22km stage. A couple of sheared wheel studs led to the rear wheel parting company with the car, and although the crew were able to repair the remaining studs and limp out of the stage, their rally was run.

"It was a disappointment," said Hugh, "because the car was very strong and we were looking to get some mileage in the car to get used to it, and could have had a respectable result." Last year the team finished 4th outright in this round. "We now have 10 weeks before Rally Queensland – plenty of time to get any bugs sorted out, so that we can concentrate on a good QRC result in our home ARC round," stated Hugh. The team has again attracted support from long time sponsors, Pioneer Seeds, and Oxenford Panel Works, Hella and Morris Lubricants.

At the end of 2002, Bruce sold his Version 5 Impreza to Bevan Dyet, an ex New Zealander returning to the sport after some years away. This has left two of Bruce's Impreza's competing against him in this year's championship, with Ralph French punting the Version 2 car. An interesting scenario!

Board Meeting Highlights, March 2002

Each month a summary of pertinent points will be presented in our magazine informing you of the club's aspirations and plans for the future.

Board moved a vote of thanks to those who manned our stand at the Brisbane International Motor Show. Special thanks to George Shephard for the use of his rally car.

CAMS State Council have formed a Touring Road Events Working Group to work with the Rally Advisory Panel.

Henry Ryman looked at land south of Toowoomba suitable for off road events.

The first of our CAMS official Lectures was held at the clubrooms on the 12th March with 43 people attending.

Our new timing clocks will be ready for the Quick Fit Tyres Cooloola Classic Rally.

Our club membership stands at 265.

New Club Members

The BSCC is delighted to have these new members join the Club:

March new members:

Mark Griffith	Russell Bryson
Ken Stephen	Keith Rushworth
Noel Pocklington	Peter Carruthers

February new members:

David Jones	Christopher Jones
Ted Looi	Edward Hopson
Attila Arva	Bruce Dawson
Lex Hutton	Gregory Wilkins
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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

1993 Daihatsu Charade Detomaso

rally vehicle import with Qld Rally Reg. 36,000 kms - good condition.

Ready to be prepped for rally season. Stock setup except for high-flow exhaust, air filter and tarmac suspension setup. All standard Detomaso bits included - Recaro seats, Nardi steering wheel, air con etc etc. Comes with 4 point harnesses (driver & passenger). Priced for immediate sale. \$6,950 ono
Phone Peter Turner on 0419 731 664 or A/H 3314 7795.

Wanted

40 and 45 Webbers, Terratrip, Cibie Oscar lights. Please phone Mark at work on (07) 3881 0061.



Tail Pipe

