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# BRISPORT



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

## May 2002 Edition

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# President's Piece

I must say that on behalf of our Club I was delighted with the outcome of the recent German Autos sponsored Round of the Queensland Off Road Series event held at Gatton on the weekend of the 27/28th of April. Rod Sams as event Clerk of Course ably supported by Laurie Svenson and a large team of helpers put on a superb event. This event attracted a large contingent of competitors and those that I spoke with thoroughly enjoyed themselves. The rain on Sunday was just enough to lay the dust and make the roads more enjoyable on which to compete.

Now all efforts within the club and its members is towards the ARC event to be held next month. We are always looking for members to help and the first call should be to Esme at the Clubrooms. Behind the scenes activities have been fast and furious over the months with many of our members heavily involved with the events organisation. Your Club is looking to the future of our sport in the forests around SE

Queensland with discussions leading us to believe that levies for road maintenance will become a requirement in the very near future. Preliminary discussions are underway to ascertain what form this will take and how it will affect our sport. We will keep you informed as we become aware of our obligations in this matter.

In closing I would like to remind members that the Clubrooms are open each Wednesday evening for your use and ask that you come along when we arrange guest speakers on particular evenings.

Good luck to all competitors in the Queensland round of the Australian Rally Championship next month.

Craig Porter  
President

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

## BRISPORT MAGAZINE e-mail addresses

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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:  
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## The 'Best' of Rally of Canberra

BSCC's own Tony Best along with Victorian driver Todd Reed have won class N2 in the Proton Satria 1.6 in the opening round of the Asia Pacific Rally Championship the International Rally of Canberra beating all other two wheel drive cars in the process. The Proton was first two wheel drive car to finish in a rally which took its toll on the field with just 15 of the original 48 starters finishing the rally.

The Proton outlasted the likes of Japanese Suzuki works driver Monster Tajima in his Super 1600 Ignis as the consistency and reliability told over the 726 km rally.

Best and Reed's efforts in the Group N production Satria has helped Proton to a strong third position in the Australian Rally Championship for manufacturers with 92 points just 16 points behind Subaru, despite the fact Proton is yet to compete in the outright class.

A Proton dealer in the northern Victorian city of Wodonga, Reed and co-driver Best overcame a rollover on day one of the

three day rally to battle back into class contention.

Proton Rallysport Australia is hoping to debut the all new Proton Waja 4WD Turbo Rally at next month's Rally Queensland giving team driver David West the chance to challenge for outright honours.

Meantime the team will continue to campaign the Group N production class Satria throughout this year for Tod Reed before he switches to a Waja 4WD Turbo Rally in 2003.



## THE DREADED X CALL

(Adapted from the NSW Rally E-group)

The X being the operative abbreviation of EXTREME and the only thing the driver will hear before being unknowingly sent into the worst of all rally scenarios..... the SO at full speed through the EXTREME CAUTION because the navigator is either

- A) a bit slow
- B) asleep
- C) unable to read
- D) sitting on his highlighter and enjoying it
- E) all of the above

Following are some recollections of navigator quotes and death defying experiences..

1. A stage in RoC one year. The first call made leaving control was L4 and the road went right, then R4, and the road went left. A kilometre or 2 with just the sound of shuffling paper from the left side.....then the navigator called R3 and the road went left, and L4 and the road went right... Driver to Navigator .. "Just shut the XX###\* up!" Navigator ... silence except for paper shuffling for next 17 kilometres to flying finish. (continued on page 6)

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# Coming Events

## **RALLY LICENCE LECTURE**

Attendance at a Rally Licence Lecture is now compulsory for all new competitors before their first rally. Competitors who have previously held a CAMS Competition Licence must attend a Lecture before the end of 2002 if they wish to renew their Licence before 2003. So far the Club have run two Lecture evenings which have been well attended. The third will be held on Wednesday 22 May mainly for the benefit of Rally Queensland competitors but anybody is welcome to attend. It is proposed to continue to hold these lectures a couple of weeks before each major rally. The next Rally Lecture is to be held at the BSCC Clubrooms, 206 Montague Road, West End on Tuesday 12 March commencing at 7.30pm. Paul Henningsen from CAMS will be running the session. Competitors will need to bring their CAMS Licence so that it can be signed by the lecturer, as well as pen and paper. Anybody wishing to attend the lecture should contact Esme at the Clubrooms so that numbers are known.

## **GOLD COAST TOURIST TROPHY**

The Gold Coast Tourist Trophy is a two-day Rallysprint held on bitumen roads in the Gold Coast hinterland. It will be held on the weekend of the 25-26 May. Competitors will have three runs on each Special Stage in each direction, i.e. there will be a total of six Special Stages each day. Bitumen Special Stage Rallies are becoming more popular, with a large number of competitors in events such as Targa Tasmania and Classic Adelaide. It is good to see something like this happening in Queensland. For further information, contact Stuart Roberts on 55268685.

## **PACE NOTE TRAINING EVENING**

Iain Stewart has again agreed to organise another Pace Note training evening where he will explain the how and why of number-based pace noting. It will be held at the BSCC Clubrooms on Wednesday 29 May starting at 8pm. This will be of particular benefit to competitors in Rally Queensland (drivers as well as co-drivers). Pace noting is also permitted in the KCF Series and in the bitumen events such as Targa Tasmania and Classic Adelaide, and competitors in these events are also welcome to attend. Contact Esme at the Club if you wish to attend.

## **TOURING ROAD EVENT TRAINING EVENING**

A navigational instruction evening for Touring Road Event competitors will be held at the Clubrooms on Wednesday 5 June commencing at 8pm. Topics to be covered will include regulations, map reading, timing, special tests, etc. It is mainly being held for the benefit of competitors in the Fulcrum Suspensions Coastal Classic, but anybody interested in these types of events is welcome to attend. For further information, contact Andrew Owen on 33798302 (home).

## **RALLY QUEENSLAND**

As all Club Members are aware, Caloundra's Falken Tyres Rally Queensland, which is the Queensland round of the Australian Rally Championship, will be held on the weekend of the 15-16 June.

## **COASTAL CLASSIC**

The Fulcrum Suspensions Coastal Classic is an all-bitumen Touring Road Event run in conjunction with Rally Queensland. It will be held on Saturday 15 June, starting at 8.30am from Caloundra. The route will pass through Imbil and include a number of Special Tests. It will finish at Noosa in the afternoon and competitors will have the opportunity to drive up the Noosa Hillclimb and then watch the ARC cars go up the hill. For further information contact Andrew Owen on 33798302 (home).

## **NIGHT RUN**

The next Night Run will be held on Friday 21 June. The event will start at 7.30pm from the K Mart Car Park at Cannon Hill. Any road-registered vehicle is eligible to enter, and no special equipment is needed other than a torch and pen or pencil. Results from this event will count towards the 2002 BSCC Night Run Championship. For further information contact Carl Stecher on 33993638 (home).

## **JIMNA OFF ROAD EVENT**

The next round of the Queensland Long Course Off Road Championship is the Jimna High Country Enduro which is run by SEQORRA and held on the weekend of the 22-23 June. The venue is the Pat Kennedy Rally Complex north of Jimna, with scrutineering, reconnaissance, prologue and three laps of the race on the Saturday, with a further five laps on the Sunday. This will give a total race length of 200 kilometres. There will be no racing at night.

Recent improvements have been made at the Pat Kennedy Complex, with covered areas for scrutineering, hot showers and a barbecue. For further information, contact John Hammond on 0414 738666 (anytime), by fax on 388637773, or e-mail [hammo@webexpress.net.au](mailto:hammo@webexpress.net.au).

## **JANDOWAE SPRINT**

The Australian All Rally Group is running their next Sprint at their track at Jandowae on the weekend of the 29-30 June. The track is good gravel and very suitable for rally cars. Competition is held on the Saturday and Sunday. For further information contact Kay Paynter on 46303425 (anytime).

## **SHORT COURSE RALLY**

The second round of the KCF Short Course Rally Series will be held at Jimna on Sunday 13 July. Note that this is one week later than the originally planned date of 6 July due to the Jimna venue being unavailable on that date. The event format will be similar to previous rounds, with two reconnaissance runs over each of the two Special Stages followed by three competitive runs over these Stages.

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

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

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THE DREADED X CALL (continued)

2. The '95 British Rally Championship review. Dave Llewellyn and Ian Grindrod (works Vauxhal Astra) working very hard to regain positive movement in a forward direction past the timing marker on some race circuit stage. As they approach the finish control, the marshals loose all confidence in Llewellyn's ability to avoid a collision with their card table. And so, clasping their fold-up chairs and, anything else they managed to get hold of in the 4 nano-seconds it took them to decide, they ran away. As fast as they could. Response from experienced Professional Co-Driver: Unbridled laughter. Response from experienced Professional Driver: (fighting back laughter) "Did you see the looks on their faces?" (more laughter) Co-Driver: Laughter, tears, gasping for breath.

3. Tina Thorner on the radio to Kenneth Ericsson's Team manager after a rough stage "We are out of the stage but the tyres are f\*\*\*\*d"

4. Grist as McRae kisses one of those low rock walls with the 1000ft drop on the other side while doing warp speed "left 6 into right 6 (Bang) - oh, dear God - then right 6 into...etc"

5. Unidentified co-driver to driver: "Not your left, my left!!"

6. Denis Giraudel to Thomas Radstrom at Catalunya, the car having just gone backwards into a bank... "How can you be so stupid? I told you 2 times!"

If you would like to share some of your experiences, even of the x call, please send them to the Club or email them to [bscc.editor@start.com.au](mailto:bscc.editor@start.com.au). The names can be changed to protect the guilty!

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## HILLENG RALLY TEAM- "TWO FAT LADIES"!

John Goasdoue and Glen Weston took their Hilleng Lancer Evo. 3 to Perth to make up for missing the ARC opener in Sydney, and came home happy with two top-ten finishes – taking eighth in each heat. On what can truly be described as the event which has changed the destiny of the ARC Super Series, the well-known Hilleng Rally Team from Brisbane emerged with a satisfying performance against the country's best.

Western Australia's 'Respect Yourself' Rally showed that the privateer could not only battle the might of the factory teams, but also take a win on a heat of an ARC Super Series event.

Goasdoue and Weston, in their Hilleng/Control Logic Lancer Evo. 3 proved that their past turns of speed could not only be matched but bettered. Competition this year was truly fierce with a plethora of 'factory' and 'factory-supported' teams making the long trip to Perth. Goasdoue and the team had worked long and hard on the car in the leadup to this event, ensuring that what was arguably the 'most obsolete' car in the top ten was reliable and quick.

Looking good in a fresh coat of paint and with a strong motor in PRC specification, the blue Lancer was always on the pace. "Over the course of the weekend, we varied from a worst of 1.2 seconds a kilometre slower than the best car, to times only 0.3 seconds a kilometre faster," said Goasdoue. With the difference in technology between Ordynski's new Ralliart Evo. 7 and the Hilleng Evo. 3, now several seasons old, the time differences reflect the effort put in by this low budget team. Using 'Elf' turbo-max fuel for the first time ever, and sticking with the proven Pirelli tyres the crew had an almost trouble-free run over the weekend.

Goasdoue had twelve tyres to use on the event and was pleased to have only fitted eight over the weekend, admitting to being very happy with the grip and wear rate of the Pirellis. Four of those will be used again during part of the next round of the series. The Hilleng Rally Team have shown that they are able to match the pace of much of the competition and look forward to the opportunity to show what they are capable of on 'home turf'. The team is supported by Hilleng, Control Logic and Neal Lowe Motorsports.

After reading the "Bear" column in the latest Brisport magazine, I feel obliged to defend myself against his accusations of my "testosterone influenced actions" after an incident during the Cooloola Classic Rally. At NO time was any disrespect directed at ANY person and I certainly did not give anyone a "gob full" about getting their car off the road if they were having problems. Perhaps "Bear" should heed his own advice and "get his facts straight before running off at the mouth".

I would also like to add that our service crew assisted four other competitors during the rally and it is fair to say that without them at least two of these crews would not have finished the event.

There is absolutely no excuse for spreading malicious and libellous rumours and this sort of behaviour only brings the author, the magazine editor and the BSCC into disrepute. Whilst an anonymous "Clubman Corner" column may be entertaining to some, the author should not be allowed to hide behind his anonymity in order to slander other club members.

Craig Aggio

Crossed Up and Confused Motor Sport

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# Clubman Corner

You may remember a letter sent to me recently in regards our lack of a Super Special Stage in Rally Queensland, and that potentially we were the last State to get on board with this idea. I had promised a reply plus with no rally to talk about *The Bear* was staring at a blank page.

Well where do you start – the *letter writer* suggested that it would help promote our sport and give us an opportunity to raise money. I agree **entirely** on the part about promoting our sport however, on the raising funds part we need to consider a few points. I believe Harbour City Rally Super Special Stage cost in the region of \$60,000 to stage and promote. Perhaps by utilising the various expertise's within our Club we could actually stage a Super Special for a reasonable dollar. To promote the event and get spectators there is the costly part. Consider full page in the Courier Mail around \$25,000.00 and that's one advert on one day, don't even consider TV. Radio could be a possibility with the right person pushing the stations to get behind the event.

Then who absorbs the cost, \$60,000.00 split amongst 60 competitors is say an extra \$1000 on the entry – gee that would go down like a lead balloon. But you say! people will be paying to see the Super Special Stage, OK what would you pay? \$12.00 – then that's a minimum of 5000 paying customers to get square on the event. I know 5000 people doesn't sound like much but consider; divide 5000 by 60 competitors and we would each need to get 83.33 paying punters there.

I don't know about the rest of you but I'd probably have to go to some fairly big lengths with family and friends to get everyone of them there. That would mean actually being nice to relatives for a while. Auntie Gene who's 82 would not even be safe.

Please take these comments the right way – *The Bear* is not into bearing (ha ha) anyone but we would need **massive support** from Competitors, Sponsors, Radio Stations, etc. etc. to stage this event without loosing money. **I FOR ONE AM ALL FOR IT**; and would love to be involved in getting it off the ground. But when you can only get a handful of people interested in the likes of Rally Forums what can you do.

In addition to the comments above, the *letter writer* suggested Southbank as a venue; I would possibly suggest the EKKA Main Arena or Archerfield Speedway. Archerfield gets some really big crowds and certainly costs involved in staging the event would be a lot less? Plus it still serves a purpose : **exposing Rally to many more people.**

But all this serious stuff is giving me a headache – how about this for a bit of trivia:

If you bought \$1000.00 worth of Ansett Shares one year ago it would be worth \$49.00 today!

If you bought \$1000.00 worth of beer one year ago, drank all the beer and traded in the cans for the aluminum, you would have \$52.00 today!

Beer – is there anything it can't do?

I can be so sneaky when given a chance – at a social outing over the weekend I caught sight of some results from Cooloola that had been re-calculated using the **proposed handicap system**. Hey, if it had been applied to the QRC George Shepherd wouldn't have won! **BUT** as they are proposed for the Clubman that really doesn't matter. The impact on the Clubman was only one spot changed in the top ten, and that was 8<sup>th</sup> to 7<sup>th</sup>. I would still like to know **why we would want to go to a new system**. The old adage applies "if it ain't broke – don't fix it"

## Another Letter to the Bear

I won't relate the whole lot but the main part is as follows:

In particular a driver put forward an idea to condense rallies by starting half the field at two different stages simultaneously. His idea captured my imagination and I discussed it at length with him after the meeting. Several positive benefits seemed to come from this idea. One was that if cars were started at different points at the same time, the total length of time required to complete a rally would be reduced. Also it would share the road conditions more evenly between the whole field. Another positive aspect of this idea was that if longer dust gaps were required or if a stage was blocked for some time it would reduce the additional time required to complete the rally by half. Bear I think that this idea deserves some more consideration and would appreciate your thoughts on it.

A.D

Dear A.D,

I think the idea does have some merit and perhaps our Clerk of Courses could consider. What think the rest of you? Thanks Bear

I also like an idea suggested a while ago that only first outright in the Clubman gets a trophy at each event and that 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in Class get a trophy instead of outright positions. I think this is a great idea. Think about us lot who always seem to be just out of the 1<sup>st</sup> in Class bizo. It would certainly inspire me to come back again and again.

Now that we have fixed all that's wrong with the world and rallying I'll push off and see You next month. Thanks for those couple of letters – it has inspired me to keep writing, in the belief that someone out there does care!

## Project Time

Once again, I had been lax in providing anything of value to the Brisport editor and I got to thinking about what I used to read in the old days. Many years ago, as a fearless apprentice motor mechanic (a career I'm sort of glad I didn't pursue) I used to collect a pommie magazine called 'CCC' or "Cars and Car Conversions".

It was truly the best place to read about how to stuff a Cortina motor into an Anglia or just how to hot up your Vauxhall Viva (Yes, Virginia there really was a thing called a Vauxhall Viva!).

As an Escort junkie the stories were great and the lists of competition RS parts that you could pick up over there for not much money would make a grown man cry. Although 'Triple C' is still around I haven't purchased a copy for a fair while, because quite frankly engine conversions and hot-ups aren't usually on my 'things-to-do' list at the moment.

Until Christmas last year, that is!!!!!!

I heard from my good mate Johnny Goasdoue that a certain car would be coming on the market at that time and an offer was made in my direction.

The vehicle is a 1993 Daihatsu Charade which John's wife Trish had been driving to and from work until the engine developed a death rattle. Did I mention that the thing was an automatic, to boot? Anyway here am I thinking that another Daihatsu wouldn't be such a bad idea. I currently drive a very tidy '94 G200 4 door with air conditioning and 'girly' stripes down the side – a fine car and very economical, but not with a lot of character. My thought processes started immediately.

I could rebuild the dead 1300 standard motor and put it back in the car, then have slow 1300 auto Charade to drive to the railway station every day. Or, I could do one of those 'Triple C' conversions! Everyone used to tell me that back in the Charade Rally Series days, some of the competitors were thought to have Applause 1.6 litre bottom ends so I got to thinking. A few surreptitious e-mails soon confirmed what I hoped. The conversion in removing the 1300 engine and fitting a big 1600 would be absolutely straight forward – everything would fit just fine.....HAAAAAAA!!!!!!!!!!!!!! (Yes, I am a sucker!) Who to turn to first, I wondered? Knowing that Marc Zande of the car club was a Daihatsu man, I

bounced over and e-mail to ask just who I should talk to. He recommended Daihatsu Auto Recyclers at Coopers Plains and I have become a regular visitor to the shop over the past few months. I spoke with the proprietor (Carl) who has been great. He lined me up an Applause engine/box etc and offered to help out with whatever was going to be needed to get the thing to fit. Remember that I'm turning an auto into a manual so I need gear linkages, pedals, gear knob – the lot! Carl organised the delivery for me and when I spoke to him that morning he asked if I had a winch or an engine crane – typical of any workshop.

I explained that it was coming to home and sorry, but I had not of that hi-tech gear. "Oh well," he explained. "We'll just drop it carefully down onto a tyre." My wife was home when the man delivered my 'donk' and she was amazed at how well engine/gearbox combos bounce when unloaded from the back of a delivery truck! No problems though and when I got home there it was, ready to be installed and looking drop-dead gorgeous (actually I looked just like the dead engine – most peculiar).

I had unbolted and unplugged just about everything in sight to get the dead engine out, and used a jack to lower the whole assembly. "Installation is the reversal of removal" or so the manual says – consequently I was confident that getting the new engine in wouldn't be a drama. I did the right thing, or so I thought - by sitting the two engines side by side in the garage and comparing some of the brackets which were different, so I changed them.

Eventually I was fairly satisfied so I manhandled the assembly under my elevated Charade and started the levitation process. Get the jack under the middle of the sump and lift, then chock up with big bits of timber. It took a little while, but I'm a patient man. Eventually the thing bolted in like it was a bought one. Engine in place, I laid the wiring harness from the Charade next to the Applause harness. Uh, oh! Some of the less important plugs are different – things like injectors, alternator, throttle position sensor. A week before I started this job, I didn't know what these things actually were! The last time I installed an engine, all I had to connect was the fuel line and exhaust pipe! As well as being a good rally reporter, thankfully I can also solder quite well.

To be continued.

Next month – "The Day of the Driveshaft!!!"

Cheers,  
Tom Smith



## Take 02

Story by Ben van Wegen

In the year of 2002, my second attempt at concurring the apple isle, what better car to enter Targa Tasmania than a 1968 BMW 2002 (seeing as though it is the year of the 02!). This little car is a 2 litre, 4 cylinder tuned to group N specifications producing around 160hp. So months of preparation, anticipation and anxious moments lead up to the big event. Parts were flown out of Germany and Austria so that the gearbox could be rebuilt in time for the event. A testing day was set-up at Morgan Park Raceway as a final shake-down for the car before the long tow down to Tasmania. The test day was successful and picked up one vital problem with the car, the alternator light came on, hmmm problem. So the car went to the auto electrician and the alternator was rebuilt.

Thursday 11 April, and the voyage down to the apple isle begun. We towed the little car down to Melbourne from Brisbane without any dramas, stopping off in Yass to pick up the Toyota MR2 of a fellow competitor.

We arrived in Tasmania at 1:30am 15 April on the Spirit of Tasmania a little weary from the trip. On the way to scrutineering later that day, our worst fears were realised when the alternator light once again started glowing on the dashboard. A frenzy of phone calls followed trying to locate a local auto-electrician. The alternator was again fixed and placed back in its proper place. So off we set to the driver's briefings. The reunion and initiation for new competitors had begun with stories from years gone being exchanged at a rate a stockbroker would be proud of. It had begun.

Day Zero, Temco Prologue at George Town, where the ego's are let loose in a mad dash around the town in order to decide the starting order for the event. Our dash around the town was slowed considerably when the accelerator mechanism failed resulting in no throttle....

bummer. After 10 minutes on the side of the road, 3 metres of handy wire and a spanner were linked up to the throttle cable and we set off on the road again. This time it looked more like a comic routine with Dad pulling the throttle with his right arm whilst steering with his left, whilst I was changing gears and reading the notes. Not a good start but much better than having the throttle break on a proper race stage.

Day One, and the fun had begun starting with the Northern loop of Tasmania. It had been decided that I would drive mornings and Dad would drive the afternoons for the event. Eight stages in all for the day with the first real stages of the event being Devonport (16km) and Sheffield (14km). On only the second stage of the event (Devonport) an RS 2000 Escort rolled in front of us into a paddock and caught on fire. Luckily no one was injured and the fire was put out but the Escort was in no condition to continue.

The highlight of Day one was the final stage, a fantastic sprint around the historic town of Longford. The crowd was huge, three deep in places around the stage. The road surface was rough and slippery which resulted in true rally driving, sideways crowd-pleasing action all the way. This resulted in our new

nickname.... The van Wiggles ~!! A very successful day was had by all with many stages clean sheeted. The engine had developed a miss at high revs that was a little concerning. A close inspection of the newly rebuilt and re-graphed distributed showed signs of very poor workmanship. There was 4mm of play in the shaft leading to damage to both distributor button and cap. This was fixed and we were set for day two.

Day Two took us down the East Coast taking in some of the best roads in the world. The Sideling (14km) was first up, the most enjoyable, renowned and challenging road of the event in most competitor's opinions. So we started the stage in blistering fashion, swapping gears constantly as we went up through the plantation forests sweeping through many tight twists and turns. The call at the top of the crest was CUT 6L becomes 8L, so I did, straight through the gravel and into a four wheel dirt drift that any dirt rally enthusiast would be proud of. The car continued in it's graceful sideways slide until the tires protested when they once again grabbed onto the tarmac. Many more exhilarating stages followed until the touring stage to St Mary's Pass Stage. Two loud bangs under the floor whilst touring didn't sound healthy. A quick stop on the side of the road to inspect any damage was undertaken. Nothing was found so we got back into the car, started the engine and went to select first, oh no, the gear lever was like a spoon in a bowl of custard. I couldn't select a gear. The two loud bangs turned out to be the two bolts that held the selector plate for the gearbox in place....bugger. A stick was used to hold

the plate in place whilst I drove to the next stage. We did St Marry's Pass using just 1<sup>st</sup> and 4<sup>th</sup> gear. The next touring stage included a fuel stop where we found some suitable string to hold the gearbox in place... the BMW was now a true rally car again!! This worked well and enabled selection of all gears. The afternoon was wet, which lead to many anxious moments. We arrived relieved into Hobart with the car held together with string!! That night we replaced the missing bolts, this time using ample locktight!

Day Three, The Southern Loop, this day was full of ghosts, passed experiences better left untold. We set off out of control only to find that we couldn't select 4<sup>th</sup> gear...big bugger. First stage was a short sprint up Mount Neilson (1.3km). We were held on the start line for two minutes due to rocks on the road. The flag dropped and off we went... on three cylinders!! Being held at the start had lead the spark plugs to be fouled up. But from there on it was a fantastic day, doing very well on all stages, all be it, missing 4<sup>th</sup> gear. Yeh, the day was over and we missed the ditch in Howden Staged and went around the corner on Cygnet that claimed a BMW 2002 in a previous campaign. That night we tried to fix the gearbox again but unfortunately it was not to be. We would have to do the rest of the event without 4<sup>th</sup> gear.

Day Four, straight up the centre of the isle with many tough Targa stages the toughest of the event being Cethana (37km). The morning greeted us with fog and drizzle making conditions less than ideal. The first stage of the day was Colebrook which proved to be horrendously slippery. The rough road resembled a patch quilt of bitumen. I tiptoed slowly through this stage with one near miss coming onto a bridge. A lap dash of Simmons Plains raceway followed a few stages later with the weather clearing up after lunch.

Cethana was next up involving many winding turns with crests and dips, opening out to a fast section at the plateau, then an undulating run through many difficult corners; then a steep descent into the forth valley and a climb to the finish. This stage is well known to all competitors as a stage that can make or break your Targa. We set off up the hill like a rabbit being chased by a hound, the car felt strong, I was calling the notes well and Dad was engaged in intense concentration, the team was working well.



About 2km into the stage we caught and passed the first car (Mini Copper S), 10km further into the stage we set sights on the second victim, a 1980's RX7, then the third car a further 10 km's in was a V12 Ferrari that kindly slowed and moved aside on the straight for us. The atmosphere was intense, the car was revving to 7,500RPM in 3<sup>rd</sup> before being slotted into 5<sup>th</sup>, the temperature by this stage was climbing high. Finally we crossed the finish some 37km's of absolute superb teamwork, we were elated. Great drive and perfect notes calling had left us both with very dry throats. The brakes were lightly smoking with relief and a mix of water and coolant was now pouring out the radiator overflow in protest for the extreme heat the engine had endured. A quick stop on the side of the road found there to be only an inch or two of coolant left in the radiator. The hot and thirsty radiator was replenished and it was off to the next stages.

South Riana (24km) was the next major stage with many challenging corners and tricky crests. Many calls from the day's before had read CREST STRAIGHT AIR.... meaning the road is straight after the crest and if you are going fast enough you can get airborne. Well, we hadn't on the days before and had become a little complacent with the AIR call until this stage. There was a long straight with 3 crests that had the above call. We hit the third crest at 180km/h and sure enough, airborne. Thankfully, a gentle landing fo

llowed. The next air-time was a little more scary and involved a medium right turn after the crest. Luckily the car bounced in the right direction and we negotiated the corner. A change of undies and a few stages later the day was over. A check over the car in the Burnie holding area found that we had snapped off 2 of the manifold bolts. Hence the car had started to sound more like a VW beetle on steroids then the BMW 2002 the day before.

Day Five, The run down the West Coast - The longest and hardest day of the event had a mixture of long stages that are very demanding on both crews and cars. Strahan (33km) stage was a lot of fun flowing corners and saw us catch the Humpy and almost the Porsche from the museum (damn that 4<sup>th</sup> gear). We danced through this stage and at one point had such a good rhythm that we went through a series of left-right-left-right turns with the only rear end doing all the steering. The Queenstown (7km) moonscape hill climb stage was as spectacular as the year before. We tackled the bare mountainside in mainly second and third gear all the way up the left-right-left-right climb. The backend of the car behaved nicely only slipping out on demand.

Mount Arrowsmith (47km), the longest and one of the most demanding stages of the event proved to be a lot of fun. Unfortunately it was also the stage with the most serious accident of the event. Luckily the people involved are now recovering well and will hopefully rejoin the event in 2003. The stage was down graded as a result of the accident to touring after we went through at race pace. A few stages later and we were lined up to cross the finish line. What a feeling of relief, accomplishment and at the same time disappointment. Now we have to wait till next year to do it all again!!

So how did we do, well after day 1 - 22<sup>nd</sup> overall, day 2 - 25<sup>th</sup>, day 3 - 28<sup>th</sup>, day 4 - 22<sup>nd</sup>, and our Final Result was day 5 - 20<sup>th</sup> Overall in the Classic Competition, 4<sup>th</sup> in class and 6<sup>th</sup> in category. A fantastic result considering we only had 4 gears for three days.

Many people have been involved in making this Targa campaign a success. Special thanks go to our sponsors - Tourism Noosa, Promota, Go To Panels, Beverly Donohue Select Properties, Millards Noosa Motors, Haines Engineering, Noosa European Car Diagnostic Centre, Bi-Tron, and Bridgestone Tyres Noosa. A huge thankyou also go to Geoff, our call in mechanic, Anthea and Marylin for their continued support.

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## New Club Members

BSCC welcomes the following new members and members rejoining:  
Phillip Bonser  
Gary Tucker  
Craig Russell  
Barry Burr

## Position Vacant

With the imminent retirement of our Administration Officer the Clubs Board wish to advertise that the position of Administration Officer will become vacant at the end of June.

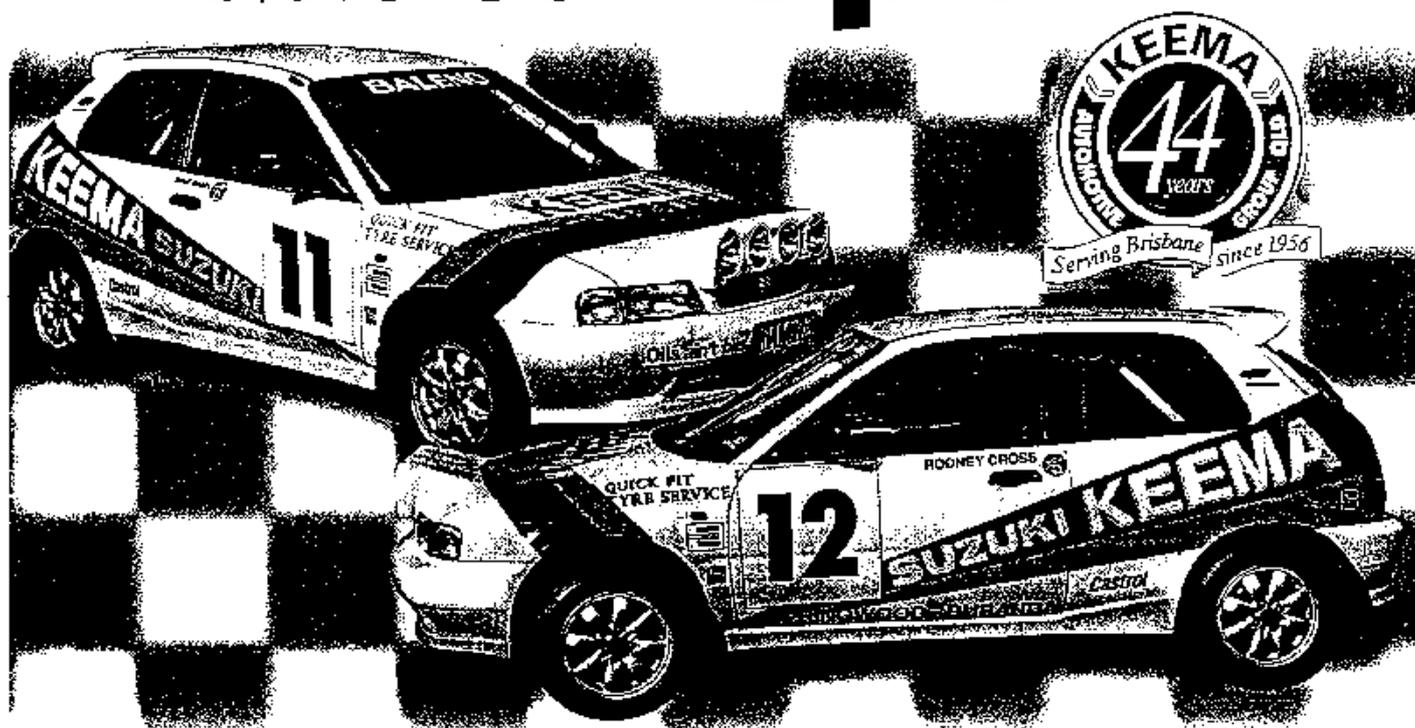
Interested parties should forward their resume to the Club marked Position - Administration Officer (Private and Confidential) prior to the 3rd of June.

Duties include the day to day administration of the Club, a broad understanding of motor sport is desirable, computer skills with financial administration and secretarial duties form a major part of the role.

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