



BRISPORT



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THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB

January 2003



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SOUTH BRISBANE BC QLD 4101



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President's Piece

The new year is here and we are well and truly underway with people working on the Motor Show Rally the KCF Short Course Rally and Barry Neuendorf has the Cooloola Classic Rally on paper. Apart from that a team led by Peter Whalley and including Rod Sams, Jim Reddix and a band of helpers are well and truly underway with the 50th year celebrations for the Club.

When the Clubs magazine arrives in your post box the Motor Show will have been run and hopefully you have made time to visit the Clubs display at the Brisbane Convention and Exhibition Centre. Viv Gibson and Esme have spent considerable time sifting through the enormous amount of information given to them by Rod Sams who spent in excess of one hundred and twenty hours over the Christmas break working his way year by year through our minutes and material collected. You will be astounded when you visit the Show to see some of the information on display collected over the years by our club.

We are looking for helpers at the Motor Show to man our stand and to keep the public aware of what the Club stands for. On a more serious note I am reminding members and competitors to get their membership and licences organised early in the year so that problems at entry time of events don't arise.

We ran a very successful Licence night at the end of January and will run others in the early part of this year. This is one of a very few opportunities during the year to get your paperwork well and truly bedded down.

David Nash as mentioned last year will take up the challenge of Licence Training for All Officials at events this year. This is an extremely challenging role and will require huge support from all members of the Club to ensure correct licencing and training takes place. The support that you offer will help benefit the club to run events. We have started this by having you all fill in a new membership form and returning it with your Club Membership renewal, although some members unfortunately have neglected to return the forms making our task just a little more difficult. The Clubs Annual General Meeting will be held mid March with notices appearing in this Edition of Brisport seeking Board Members and Officials to help run your successful club.

In closing just a reminder that we have a very full calendar again this year and so any help throughout the year at events is always welcome.

Craig Porter
President

**Contribution cut-off
date for the next
Brisport is...
10 March
2003**

**BRISPORT MAGAZINE
e-mail addresses**

Brad Smith
bfsmith@ihug.com.au
BSCC
bscc@powerup.com.au
www.bscc.asn.au

CLUBROOMS:

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

CONTACT DETAILS:

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

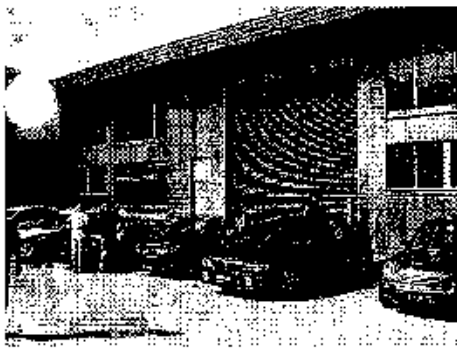
BSCC Board - Contacts

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Vice President	Brian Everitt		
Immediate Past President	Rod Sams	3345 9075	3404 3845
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Assistant Treasurer	Peter Garbett		
Club Captain	Del Garbett		
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	Stephen Davies	Mark Neary	Fred van Tuinen
	Tony Kabel	Andrew Owen	Marc Zande
	Margot Knowles		
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Property Officer	Craig Porter / Peter Whalley		
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	Historic	Andrew Owen	
	Off Road	Rod Sams	
	Rally	Brian Everitt	
Magazine:			
	Editor	Brad Smith	3341 0792

**2003 BRISBANE INTERNATIONAL
2003 BRISBANE
INTERNATIONAL
MOTORSHOW CLASSIC**

— Andrew Owen

Saturday February 8th dawned fine and clear for the 32 crews who fronted the starter for the 2003 Brisbane International Motorshow Classic. Experienced touring road event crews mingled with first timers at the scrutineering and briefing at the BSCC clubrooms. Sixteen marques were represented by such diverse vehicles as the Porsch 930 of Ryan/Peterson, Mazda 929 LWB of Marshall/Newbold, the Stantons' Westfield, Targa Cooper S of Sherrin/McCarthy, Rees' Jensen Interceptor, and Festiva of Murphy/Hewson to mention a few. Three manufacturers entered current



vehicles including City Peugeot, Mitsubishi Australia and the Torque Toyota Camry of Patterson/Rees.

At 8:30, the first vehicle headed off on an interesting, but challenging route chart that took the field through Fairfield, the back of Indooroopilly and Taringa. The Mt Cootha Quarry, the site for many an APC rally stage was passed on the way loop around the lookouts. Mt Cootha was the downfall for several crews as a cunningly sited visual route check (VRC) which was passed twice, and the possibility of recording another incorrectly caught quite a few crews napping. Bardon, Ashgrove and the Gap were traversed before the maps were required at Enoggera Reservoir. Heading west, the field climbed to Mt Nebo and almost to Mt Glorious before descending the range to Samford and the first control, Ironbark picnic ground at Ferny Grove. More mapping took the field through Drapers Crossing, North Pine Dam and Mount Samson, before the division break at Dayboro.

The return leg saw the crews travel via Lakeside, Dohles Rocks, Eagle Farm and Toombul before the finish on the Riverbank. Three crews cleaned the road sections before the final parking test.

Unfortunately Bengston/Smart scored a maximum penalty, leaving Krieger/Gray on 15 points, to inch out the Spowarts' Alfa on 16. The parking test also decided the family class by 1 point.

Outright Results (Full results next page)

1st Outright VW Beetle
Brian Krieger/ Gary Gray

Class 1 Sports Cars Alfa GTV
Garry and Cassandra Spowart

Class 2 Sedans
Peugeot 404 Chris Bengston / A.Smart

Class 3 Family Class Pajero
The Stringfellow family
(Mitsubishi Australia)

Class 4 Motorshow Class Peugeot
Richard Owen / Tony Best (City Peugeot)

Event Spirit BMW 316
Mark Gilbert/ Michele Clark and offspring

P.S. On behalf of the organizing committee I would like to thank the Brisbane International Motorshow for supporting the event and all the officials and the catering staff who helped on the day.

Road Work - Andrew Owen
Course Checkers - Simon and Margot Knowles
Controls - Craig Mole, Craig Smith, Mark Kitchin, Ross Cox, Danielle Brewer, Del Garbutt, Keith and Margaret Mackay, Lois Collins, Helen Best, Start - Craig Porter, Larry Littlewood
Catering - Jason Page and Co.

Rod Sams
Event Director





2003 BRISBANE INTERNATIONAL MOTOR SHOW TOUR RESULTS



1953 - 2003

CAR NO	ENTRANT	DRIVER	CO-DRIVER	VEHICLE	Questions	VRCs	Test	Total	O/R	Class
1	I. Ryan	Ian Ryan	Barry Peterson	Porsche 930	360	30	3	393	28	10
2	G. Miatke	Greg Miatke	Vicki Hanning	Datsun Fairlady	300	30	3	333	27	9
3	C. Naylor	Carolyn Naylor	Joe Muti	Mazda MX5	90	30	11	131	12	5
4	N & J Stanton	Nathan Stanton	Joanne Stanton	Westfield SEI	30	30	30	90	8	3
5	M. Northage	Mark Northage	M Constantine	Mitsubishi FTO	180	60	6	246	20	6
6	S. Jones	Steve Jones	Di Jones	Alfa Spider	30	0	9	39	4	2
7	R. Duguid	Robert Duguid	Kym Black	Mazda MX5	210	30	11	251	22	8
8	L. Stinson	Larry Stinson	Russell Hansford	Triumph GT 6	180	60	6	246	20	6
9	Solvix It Solutions	John Colvin	Jane Colvin	Honda S2000	60	60	9	129	11	4
10	G. Spowart	Garry Spowart	C Spowart	Alfaetta GTV	0	0	16	16	2	1

11	O. Scott	Owen Scott	Amy Shields	Rover Cooper Si	DNF					
12	C. Bengtson	Chris Bengtson	A H Smart	Peugeot 404	0	0	30	30	3	2
13	H. Wildemast	Mick Jones	Harald Wildemast	Subaru WRX	120	30	16	166	14	6
14	R. Donelan	Ralph Donelan	Lew Crowe	Peugeot 505	90	30	11	131	12	5
15	R. Condon	Ralph Condon	Gary Worrall	Peugeot PXT 306	60	90	30	180	16	7
16	G. Hansen	Grant Hansen	Adam Garbutt	Honda Civic	60	30	17	107	10	4
17	S. Brown	Shaun Brown	Paul Gordon	Ford Escort	DNF					
18	R. Murphy	Chris Murphy	Gareth Hewson	Ford Festiva	120	60	17	197	17	8
19	R. Rees	Robert Rees	Colin Rees	Jansen Interceptor	120	90	3	213	18	9
20	A. Oschadlin	Andrew Oschadlin	Jodi Meynell	BMW 320i	210	30	16	266	23	10
21	G. Trotter	Geoffrey Trotter	Ozrew Didovic	BMW 323CI	240	30	9	279	25	12
22	B. Marshall	Beatrice Marshall	Alison Newbold	Mazda	240	30	30	300	26	13
23	R. Scott	Brian Krieger	Gary Gray	VW Beetle	0	0	15	15	1	1
24	P. O'Callaghan	Phil O'Callaghan	E O'Callaghan	Commodore SS	30	60	8	98	9	3
25	M. Sherrin	Grant Sherrin	Phil McCarthy	Mini Cooper S	600	120	16	736	29	14
26	J. Pemble-Smith	J Pemble-Smith	C Pemble-Smith	Mercedes 280 CE	150	90	21	261	24	11

27	I. Warnett	Ian Warnett	Bruce Warnett	Subaru Wagon	0	30	14	44	6	2
28	M. Clark	Mark Gilbert	Michele Clark	BMW 316i	150	60	7	217	19	3
29	Mitsubishi Australia	Peter Stringfellow	Peter Stringfellow	Mitsubishi Pajero	30	0	13	43	5	1
30	P. Whalley	Peter Whalley	Neil Michel	Datsun 1600	DNF					

31	Torque Toyota	Darren Patterson	Ben Rees	Toyota Camry Sedan	150	0	22	172	15	2
32	City Peugeot	Dick Owen	Tony Best	Peugeot	0	30	19	49	7	1

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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 19 MARCH 2003 at 8.00 p.m.

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

1. To receive the Financial Statements and the Reports of the Directors and the Auditors in respect of the year ended 31 December 2002.
2. To elect members of the Board, and any Life Members recommended by the retiring Board.
3. To receive, consider, and if thought fit adopt any other Resolutions of which notice has been given.
4. 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.

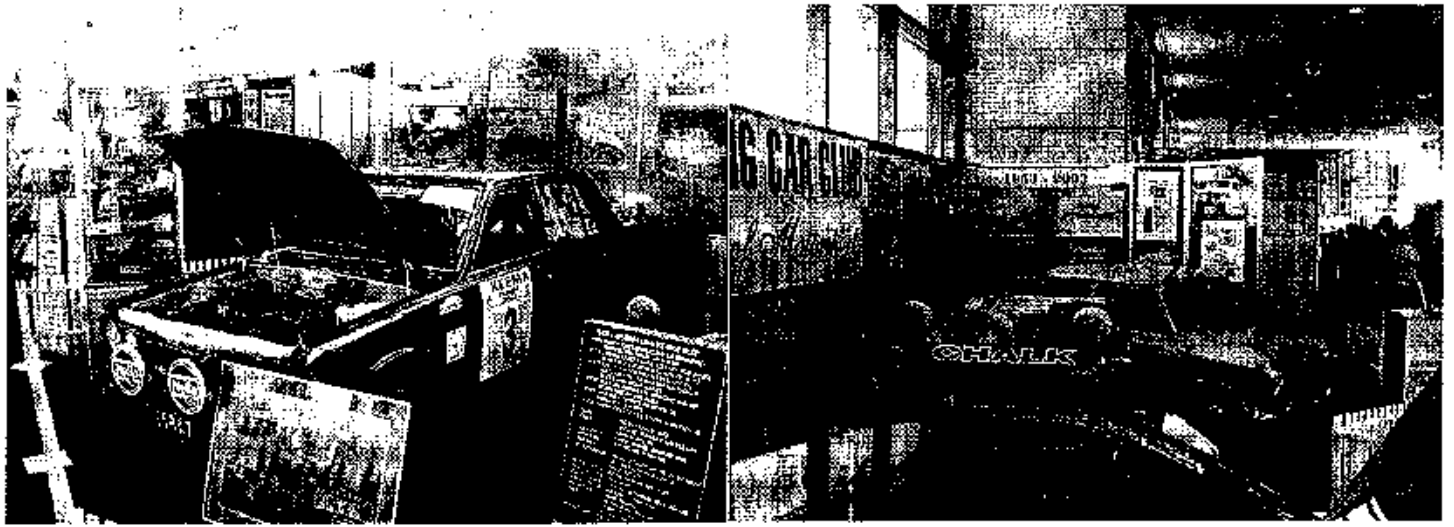
Each candidate for the Board must be nominated in writing by two financial members of the Club and with the written consent of the nominee. Such nominations must be lodged with the Secretary at least fourteen (14) days before the Annual General Meeting, (i.e. Wednesday 26 February 2003) at the latest.

If insufficient nominations are received for the positions to be filled, nominations may be called at the meeting. However, nominations received by 26 February 2003 take precedence. 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 Board 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. To be valid, 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

Brian Everitt
Secretary
DATED THIS FOURTH day of FEBRUARY 2003.



Brisbane International Motorshow Display



The Possum Pack

Through the generosity of Possum Bourne, members of the Brisbane Sporting Car Club recently had the pleasure of presenting a young Imbil resident with a 'Possum Pack'. David (a fan of blue Subaru!) has been diagnosed with juvenile diabetes, and received a visit from Errol Bailey, Richard and Dorothy Collingwood and Greg Carr after contact from his mother Liane, who works at Libbies Store in Imbil.

After contact was made with Possum Bourne; Possum sent over a pack of shirts in various sizes as well as two autographed posters. Just before Christmas, Errol, Richard, Dorothy and Greg had the pleasure of handing over the goodies to one very surprised but very delighted twelve year old boy. We wouldn't be suprised if the ear to ear grin isn't still on his face!

Thanks to Errol, Richard, Dorothy and Greg for their time and effort, and very special thanks to Possum Bourne for generous donation.



Coming Events

February 21 - Marque Sports Car Club - Touring Assembly (Night Run). Contact Sheridan at BSCC clubrooms on 3846 0233 for further details.

February 22 - Rd 1 KCF Rallysport Short Course Rally Series - Jimna Forests. Supplementary Regulations available from BSCC Website. Entries close Friday 14th February 2003. This event is also the first round of the Falken Tyres Gemini Series. Contact Sheridan 3846 0233 (b/h) for further information.

February 23 - IWMAC - The first Autocross for 2003 will not be held on Sunday 9th February as previously advertised. It will now be on Sunday 23rd February and be a combined event with Short Circuit Racing. This combined format worked well last year and will be even better this year. The Autocross track has been re-surfaced with decomposed granite, so lap times should be impressive for the first event. Venue: Willowbank Park
Contact : John Connell -- 5467 2434

March 1-2 - Pittsworth 100
Rd 1 2003 Qld Long Course Off Road Championship held by the Millmerran Auto Club.
First Closure for entries are 18th February 2003
Final Closure for entries are 21st February 2003
For further details contact Event Secretary, Fred Berge on (07) 4635 6997

March 22 - Cooloola Classic Rally - Glastonbury
Rd 1 Hella Lights Queensland Rally Championship
Rd 1 Clubman Series
Rd 2 Gemini Series
For further information contact Sheridan at the BSCC Clubrooms - 3846 0233

March 30 - IWMAC - Autocross - Willowbank Park
Contact: John Connell 5467 2434

ARC SUPER SERIES ROUNDS

Round 1	28-30 March	Forest Rally - WA
Round 2	13-15 June	Rally Queensland
Round 3	4-6 July	Harbour City Rally
Round 4	8-10 August	Rally of South Australia
Round 5	3-5 October	Rally of Melbourne
Round 6	14-16 Nov	Safari Tasmania
23-27 April		Rally of Canberra, FIA Asia Pacific Rally Championship
3-7 Sept		Telstra Rally Australia FIA WRC

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2002 Presentation.

Thanks to Chris Hutton and Hayley Taylor another presentation dinner has been organised for the handing out of trophies for the 2002 Long Course Drivers' Series and the Short Course Series.

Outright placings for 2002 went to:

	<u>Driver</u>	<u>Navigator</u>
1 st	Laurie Svenson	Janelle Svenson
2 nd	Randall Kilner	Heather Kilner
3 rd	Tony Parker	Scott Gardiner

For class winners etc you will have to go to the Presentation Dinner.

(They were emailed to the list late last year)

Details :

Date : Sat 22 February
Venue : Grand Chancellor Hotel Brisbane
Cost : \$42 – 3 course sit down meal and entertainment
Rooms : stay overnight \$100
Parking : \$6.50 for visitors
\$4.00 if you stay overnight
Drinks : There will be cash bar all night
Videos of off road will be playing
Raffles will be held during the night.
Tickets from Hayley: Phone 0403 463 457

2003 Series Format:

The 2003 Queensland Off Road Drivers Series will be a bit different in that the Long and Short course events will all count as the one competition.

Remember that the Qld Championship is a different competition run by CAMS and this will continue to involve only the Long Course events. The trophies that are handed out at the Presentation dinner (this year at the Grand Chancellor) are for the Drivers' Series.

Changes you will need to know about are that all events will be run in sections – a short course event will see each heat scored as a section. This was deemed the fairest (and logical) way to score both types of events. There will be outright points scored for both long and short course events.

All the details are in the Series Regs which have been made available to people on the email list as well as being available at the first event of the year.

Contact : Qld Off Road Advisory Panel qldoffroadpanel@hotmail.com

Join the email list

If you would like to join the list that receives regular newsletters and updates by email then send a message to :

qldoffroadpanel@hotmail.com

Tell your friends (they don't have to be competitors). It would be great to be able to contact most interested people this way.

2003 Kempsey cancelled

When having a look at the Off Road Racing Australia web site the other day I noticed the message about Kempsey having to be cancelled for 2003. The reason is the drought and that the landowners are just not able to give their approval at this time. It is of course a great shame that this classic event, that many see as the Australian event with the specially designed track for spectating not going ahead. We of course respect the decision by the landowners and organisers. At this stage they are looking for another venue for the missing AORC event. This championship has already been narrowed down to four events with no events before June (Finke) and now without Kempsey there will only be three – Finke, Griffith and Goondiwindi. This could mean a few of you who don't normally take your vehicles to national events might think about it...two of these are very accessible to us Queenslanders.

Competition numbers

Anyone who is using a CAMS car number needs to apply to use that number again. There are a number of competitors out there waiting to take up particular numbers so if you fancy your number you had better contact CAMS before the end of February or you could have to make a new roof fin (especially if you plan to enter any national events)

Calendar for 2003

Here is the calendar in brief:

(LC – long course SC- short course)

1-2 March	Pittsworth (LC)
22-23 March (tbc)	Echo Valley (SC)
12 April	Gatton (LC)
3 May	Moranbah (SC)
29-29 June	Jimna (LC)
18-19 Oct	Goondiwindi (LC)
15-16 Nov	Gympie (LC)

Old Long Course Championship 2002 Driver Outright Points Final Results

<i>Name</i>	<i>Car</i>	<i>Dalby (cancelled)</i>	<i>Gatton</i>	<i>Jimna</i>	<i>Goondiwindi</i>	<i>Kilkivan (cancelled)</i>	<i>Total</i>
Laurence Svenson	102	0	120	120	90	0	330
Randall Kilner	291	0	90	36	0	0	126
Tony Parker	253	0	0	90	24	0	114
Stephen Muhling	573	0	6	72	0	0	78
Ryan Taylor	402	0	72	0	0	0	72
Michael Retallick	933	0	0	60	0	0	60
Warwick Leven	238	0	60	0	0	0	60
Colin Gavin	295	0	36	18	0	0	54
Dave Armitage	321	0	0	48	4	0	52
Wayne Reading	265	0	48	0	0	0	48
Shane Otway	924	0	18	24	0	0	42
Andrew Manning	305	0	24	0	0	0	24
Kirrily Cooper	304	0	12	0	0	0	12

Old Long Course Championship 2002 - Driver points per Class Final Results

<i>Name</i>	<i>Car</i>	<i>Dalby (cancelled)</i>	<i>Gatton</i>	<i>Jimn</i>	<i>Goondiwindi</i>	<i>Kilkivan (cancelled)</i>	<i>Total</i>
<i><u>Class 1</u></i>							
Laurence Svenson	102	0	130	130	100	0	360
Brad Kilner	110	0	10	10	10	0	30
David Ellsworth	109	0	10	0	0	0	10
<i><u>Class 2</u></i>							
Randall Kilner	291	0	130	70	10	0	210
Tony Parker	253	0	0	120	50	0	170
Colin Gavin	295	0	76	76	10	0	162
Trevor Burgess	287	0	46	40	70	0	156
Warwick Leven	238	0	79	34	0	0	113
Steve Charleton	231	0	0	54	34	0	88
Wayne Reading	265	0	85	0	0	0	85
Mark Twine	246	0	0	62	0	0	62
<i><u>Class 3</u></i>							
Dave Armitage	321	0	40	130	76	0	246
Andrew Manning	305	0	130	0	0	0	130
Matthew Cannell	310	0	55	0	40	0	95
Kirrily Cooper	304	0	91	0	0	0	91
Andrew McKay	302	0	10	34	10	0	54
Lance Meikle	309	0	0	40	0	0	40
Michael Cannell	310	0	0	40	0	0	40
<i><u>Class 4</u></i>							
John Moore	427	0	10	0	130	0	140
Michael Taylor	402	0	130	0	0	0	130
Rick Reddish	407	0	55	0	0	0	55
<i><u>Class 5</u></i>							
Stephen Muhling	573	0	115	130	34	0	279
Andy Stewart	538	0	70	0	0	0	70
Wayne Barlow	549	0	0	10	0	0	10
<i><u>Class 6</u></i>							
Des Armitage	621	0	70	0	0	0	70
<i><u>Class 7</u></i>							
Steve Gates	757	0	0	50	0	0	50
<i><u>Class 8</u></i>							
Errol Younger	828	0	0	90	0	0	90
<i><u>Class 9</u></i>							
Shane Otway	924	0	130	100	0	0	230
Michael Retallick	933	0	10	130	50	0	190
Todd Lawrance	939	0	0	34	50	0	84
Kit Reading	918	0	10	0	0	0	10

Old Long Course Championship 2002 - Navigator Outright Points Final Results

Name	Car	Dalby (cancelled)	Gatton	Jimna	Goondiwindi	Kilkivan (cancelled)	Total
Janelle Svenson	102	0	120	120	90	0	330
Heather Kilner	291	0	90	48	0	0	138
Scott Gardiner	253	0	0	90	0	0	90
Robert Heinrich	573	0	12	72	0	0	84
Mark Andrew	295	0	36	36	0	0	72
Ryan Taylor	402	0	72	0	0	0	72
Mark Criminale	321	0	0	60	4	0	64
David Ellsworth	238	0	60	0	0	0	60
Dallas Reading	265	0	48	0	0	0	48
Monique Jensen	305	0	24	0	0	0	24
Stephen Brine	304	0	18	0	0	0	18

Old Short Course Series 2002 -- Driver points per Class Final Results – all drivers

Name	Car	Jimna (cancelled)	Gympie	Millmerran	Toowoomba (cancelled)	Total
<u>Class 1</u>						
Laurence Svenson	102	0	0	120	0	120
<u>Class 2</u>						
Wayne Reading	265	0	120	90	0	210
Mark Andrew	295	0	90	72	0	162
Mark Twine	246	0	0	120	0	120
Warwick Leven	238	0	72	0	0	72
Athol Wilcox	274	0	60	0	0	60
<u>Class 3</u>						
Brad Cooper	304	0	120	60	0	180
Andrew McKay	302	0	0	120	0	120
Kirrily Cooper	304	0	48	72	0	120
Dave Armitage	321	0	24	90	0	114
Andrew Manning	305	0	90	0	0	90
Aaron McLean	382	0	72	0	0	72
Lance Meikle	309	0	60	0	0	60
Monique Jensen	305	0	36	0	0	36
<u>Class 4</u>						
Chris Hutton	440	0	72	120	0	192
Michael Taylor	402	0	120	0	0	120
Clayton Taylor	402	0	90	0	0	90
<u>Class 5</u>						
Scott Wilcox	517	0	48	120	0	168
Nick Williams	511	0	72	72	0	144
Robert Heinrich	573	0	120	0	0	120
Stephen Muhling	573	0	90	0	0	90
Leroy McLean	569	0	0	90	0	90
Peter Lewin	559	0	60	0	0	60
<u>Class 8</u>						
David Spencer	899	0	120	0	0	120
<u>Class 9</u>						
Kit Reading	918	0	120	0	0	120
Jim Duff	926	0	0	120	0	120
Todd Lawrance	939	0	0	90	0	90
Ian Lawrance	939	0	0	72	0	72

Card Page

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FLASH BACK



By Tony Best

As 2003 is the Clubs fiftieth anniversary year, "Brisport" will be featuring a series of articles called "flashback", which will show a number of aspects of motor sport as they used to be. This will help members to see how things have changed (and maybe how some things are still remarkably similar). Anybody who has a story or article about something interesting from the last fifty years should contact Sheridan and it will be included in "Flashback".

This month's "Flashback" is an article from the Brisbane Sporting Car Club Magazine in January 1975. Apart from the content of the article it is also interesting to see the much improved professionalism of the printing these days. Many of you would not realise that it is only relatively recently that the wearing of helmets has been compulsory in rallies. By late 1974 a few crews had started to wear them, which prompted the following article.

Hard Hats and All that Nonsense ..

It was very pleasing, during the Stones Corner Motors Rally, to see that one or two more competitors have started to wear safety helmets. However, the vast majority of competitors still prefer to risk their skulls. This is in marked contrast to the attitude in W.A., where a competitor died from head injuries after hitting a tree. Since that time the majority of competitors have worn helmets.

I hope that the following may clear up a few "problems", and encourage more people to protect their heads.

1. Helmets do not cause headaches or sore necks.
2. Helmets do not make conversations difficult in the car.
3. Helmets are much harder, and a hell of a lot cheaper, than heads.
4. Helmets keep your ears warm.
5. Helmets will eventually become compulsory, buy yours now before the price rise.
6. After you have bought it, wear it during each and every section that you compete in. This will ensure that YOU are not the first fractured skull in Queensland Rallying.

Bruce Mallett

Editors Footnote

Having rallied in both New Zealand and England where helmets are standard equipment in every rally, I was amazed when I first rallied in Australia to find that only a few drivers wore lids. "They must be braver than the Kiwis or the Poms" thought I. I'll prove to them I can be as brave as them by not wearing my helmet. And so I didn't. Now I do and if nothing else I have the warmest ears of any rally driver, and can drive a little faster with confidence.

RALLY PHOTOGRAPHS

Photo enlargements available of teams in action. Look out for the KCF Rallysport banner throughout stages at the KCF Rallysport Short Course Series. Photos will be taken at other events throughout the year. For enquiries phone Tracey Woolley on 0412 795 626 after 5.00pm or leave a message. Check out <http://photos.yahoo.com/beaudeck> for photos throughout the year.

Queensland Government Recognition Awards

Congratulations to the number of Brisbane Sporting Car Club members who were recently nominated for Recognition Awards by the Queensland Government.

These awards provide an avenue for the sporting public to recognise and thank officials in all areas of sport, and it is pleasing that the Queensland Rally Officials are recognised for their contribution to the sport of Rallying.



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Letter to The Editor

I was saddened to read in the last edition of the magazine of the death Neil Swaisland. Neil's name brought back many memories of good times and characters that comprised the BSCC during the 70's. Some of the names that spring immediately to mind along with Neil's are John Hall, who was Neil's navigator, Boyd Ovens, Warren Mac Ewan, Jeff Smallman for whom I navigated, Keith Tapsal, Rod Browning, Dennis Brown. And so on. Unfortunately a lot of these people are no longer with us (I was going to say "dead", but that seemed a little insensitive). To try to relate some of the things that occurred in that era would take more pages than available in this magazine however I will relate a few. I suppose with Warren around you were assured of something interesting happening. At what I believe was the first off road event in which the BSCC was involved which was a long course off road race at Kindon west of Millneren, the property owners did not want people wandering around the property before the event. I do not know the reason but it may have been their concern that as the place was so huge that people may get lost and perish. There was only one access from the house area to the property in general where the event was being held and that was across a grid. Someone (probably Gary Connelly) decided that if some one was stationed on the grid to stop people crossing the problem would be solve. Warren was selected. Now for some unknown reason Warren always carried a rifle in his car - I don't know why.

We were out in the field with a heap of other cars setting things when a frantic call came across for Garry Connelly. It seems that some of the radio people had set up some of their equipment in the field and then had driven some kilometers into Goondiwindi to get some food. On their return they couldn't get back over the grid to finish setting up their radio equipment. In fact no one, no how could get over the grid. Warren had them all stopped no matter who. Gary had told him not to let anyone cross the grid and by God no one was crossing the grid no matter what. It took finding Gary on the radio to give Warren the ok to let particular people across.

Boyd and Warren shared a flat at one time. One new years eve Dennis was holding a fancy dress new years eve party. What a turn out. With a sheet and a pair of sandals and really dark glasses I was a sheik. I must have looked frightening because I sat at the end of the bar sipping on a drink and every one gave me a wide berth. Midge wrapped some satin yellow ish material around her self and with some beads and jewels she was harem girl. Rod Browning tore a hole in a white tee shirt and surrounded it with red stuff that looked like blood then stuck a clear plastic bag into which he put sausages, mince and other left over offal meat bits and taped it to his stomach so you could see it through the hole > a shotgun blast victim; then Warren showed up. He had on a tan coat white trousers a ministers collar under a black shirt and looked just like one of those missionaries in the movies. The trip from Gaythome to Springwood was quite long so he stopped at the Glen hotel for a drink. Another drinker commented how unusual it was to see a man of the cloth in a bar but Warren convinced him that in his religion it was ok, Warren finished his drinks, stood up, blessed the bar and continued on his way.

But the kicker was Boyd Ovens! After Warren left the flat Boyd grabbed Warren's blue overalls opened them down to the waist. Put on Warren's "Alice Springs yacht club tuxedo tee shirt. Stuck a pillow under the tee shirt grabbed Warren's old work safety helmet stuck a Larry and Stretch western paperback in the back pocket - he came as Warren Mac Ewan!! This was a great era to be competing. We witnessed the evolution of mapping trials into forest racing. Gee I wish that the clock could be turned back so that people could understand that it doesn't need a super budget to have fun in the forest. Wow, this much and I haven't even mentioned some of the others! Some one who is more clever than I should chronicle all the memories of us dinosaurs before it is lost.

Take care

Laurie Garth

Chief Dinosaur

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Membership discounts end at the end of February. If your membership is not renewed by that time then you will not receive a Brisport in March

Notice to Off-Road competitors.

The cut-off date to re-register previously held National Off Road competition numbers is the 28th February 2003. A copy of the registration form is available at the BSCC club rooms or from CAMS.



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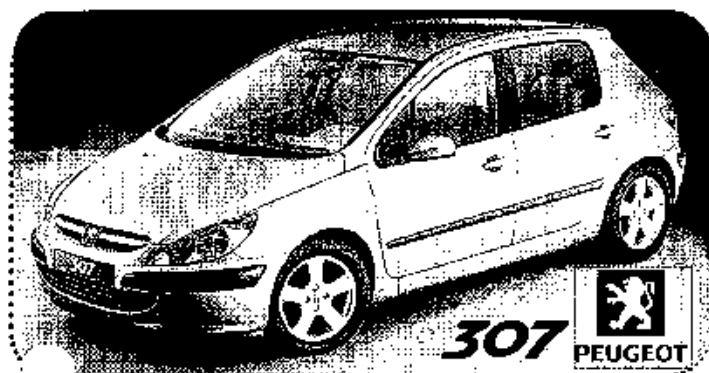
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RACQ Batteries shows the way in 2002 Australian

Safari

A roving report by: Brian Everitt

The Australian Safari is an 8-day "race" for 4WD's, cars and motorcycles. In previous years, the event has been conducted in the Northern Territory, as well as areas of Qld, South Australia, Victoria and NSW. Its' history extends back to the late 80's. This year's event was sponsored by NSW Tourism and run entirely within NSW, starting in Bathurst (the hub of Australian motor-sport) with over-night stops in the major country towns of Condobolin, Lake Cargelligo, Griffith, Wentworth, Broken Hill, White Cliffs, Cobar, and Dubbo, for a finish back in Bathurst.

To the organiser's credit, an invitation to the team from the BSCC to help out at this year's event had been received some months ago, and the preparation of vehicles and equipment had been progressing full steam. The thrill of 'adventure' - camping-out, swallowing dust, driving till your eyes fall out, and basically dealing with the unknown - were the major attractions for us.

At our briefing, Bob Carpenter (Clerk of Course) outlined our duties of "Set-up" vehicles. Basically, there would be three crews that would drive ahead of the competitors (generally a day ahead), and leap-frog each other making sure each competitive section (called "Selectives") was safe and secure for competition. The Setup team consisted of Craig Porter, Larry Littlewood, Peter Milliar and yours truly, along with Ray Stubbs and Alan Welles from NSW. Jim Reddiex (Deputy Clerk of Course) and Errol Bailey made up the balance of the Queensland "larrikins".

With our trusty steeds readied, it seemed an unforgettable time was in store. But that is only the beginning of this story. Have I mentioned our trusty steed?

Peter Milliar owns a fairly elderly (read "historic" - but absolutely ideal for this type of event) 4WD Toyota Hilux. This vehicle is the survivor of at least two previous trips on the Northern Territory-based Safaris, and each time it has survived, it has undergone some minor "improvements". For this trip that included the fitting of a gas-powered 3.5

litre Rover power plant (yup! - youbettabelieveit!!). We also had the security of an RACQ Battery to make sure the all-important flame never went out. Obviously, Peter had gone to a whole lot of trouble making sure everything was built correctly and working perfectly.

As luck would have it though, Peter and the "Beast" arrived in Brisbane with a fairly serious drive-train vibration following a last-minute clutch change. As the other team members left town to make their way to Bathurst, the decision to remove the gearbox (again - the 3rd time in 4 days) was made. We'd have to follow as soon we could.

After locating an out-of-balance flywheel and pressure plate, a quick trip to Bryant's Engineering at West End (thanks for the last minute assistance guys) sorted the problem and the offending items were eventually refitted later that same day. And of course, by now, it was raining cats and dogs (read "pissing down") - just to make it more interesting.

However, 'us Safari fellas' are a tough breed (or stupid according to my more intelligent half?) and we departed Brisbane very early the next morning, to arrive in Bathurst without further trouble just 10 minutes before the Official's briefing.

This gave us a little time to collect our thoughts and equipment for the event, and catch-up with the rest of the team. After some additional vehicle 'fine-tuning' on the main straight and pit area of Mount Panorama (ie. fit Terratrip and calibrate) a good nights sleep was more than welcomed.

Have you ever woken to sound of an electric grinder *munching* on cold steel at 6am on a chilly, foggy Bathurst morning? I don't really know what the neighbours thought (perhaps the icicles dripping off our mudflaps were enough incentive for them to pull the doona tighter over their ears), but Peter assured me the adjustments were needed to improve (ensure) the operation of the Terratrip. A damned good decision considering the type of terrain we were likely to encounter in the days ahead. Needless to say, our departure (more or less according to schedule) from Bathurst on the first leg of the race was a great relief (Craig was a little happier now too). Don't ya love it when a plan comes together!

Now we could finally start to relax and enjoy the drive and our duties.

Day 1 saw us travel from Bathurst through Parkes and Trundle. Our first Selective was a truly sadistic choice of roads and property tracks - very tight and twisty and a real navigators' nightmare (pity the bike riders) - then onto Condobolin for our first over-night stop.

Day 2 took us through Lake Cargelligo to Griffith where one of our set-up duties near Rankin Springs had us driving over some of the old Cobb & Co stagecoach roads - now those guys must have been really tough.

No set-up duties on day 3 allowed us to catch up on some minor mechanical repairs, wash some clothes, and for Peter to revisit some old friends who lived in a 130 year old homestead right beside the Murrumbidgee River - and I mean right beside the river. While lunching on salmon sandwiches (can't beat good, old-fashioned country hospitality) in the dining room of this magnificent old house, and looking out over the water, one could easily imagine the sight and sounds of a river-boat cruising lazily past the homestead, pulling barges full of wool bales and supplies to other *pioneer-type folk* further along the way - what a place!



The day finished with a visit to Peter's old property near Carrathool (with an interesting guided tour by the owners - and plenty of reminiscing by Pete) and then a relatively short drive over the Hay Plains to Balranald to our first true outdoors over-night camp in the bush. Damn those stars at night are bright out there.

Day 4 from Balranald, past Mungo National Park to Wentworth, gave us a taste of the yet-to-be-covered terrain - sandy, flat, dry and dusty with literally thousands of emus and kangaroos. After an extremely cold shower at the Wentworth Showground, we made our way to Birdwood Station via Pooncarie. Did I mention the Pooncarie Pub?

What a great place for a feed and a well-deserved beer or 10 (also a nice friendly atmosphere for a birthday celebration). It was here we first learned from the TV News that Bob Carpenter had experienced a minor problem with his transport – a helicopter. Seems the driver backed it into a tree while filming some close racing between some of the competitors and the tail section fell off? Bloody fly-boys are all the same – gotta be the centre of attention all the damn time. Thankfully, nobody was injured, but needless to say, Bob was now a bit of a legend Australia-wide.



Day 5 – from Birdwood Station to Menindee saw quite nasty dust storms, which caused some rather challenging conditions for the competitors (pity the bike riders again). After a hot shower (this time) at the Broken Hill Showground and a long days' drive we made bivouac about 50kms into our next Selective near Avenel Station (just a 'bees dick' from the SA border).

Day 6 – a long drive to Tilpa. It would seem that a cold night, cold steel and soft sand dunes don't mix very well. Just after departing camp this morning we managed to get caught-out on a seemingly small sand dune and subsequently got bogged.

Seriously bogged mind you, but in our efforts of extrication, reverse gear decided enough was enough, and spat the dummy (maybe too many horses?). Hmmm – no reverse – this could be serious? Good thing for forward gears I say. Luckily we managed to coax (read "dig") our way out, and with much hyperventilating, heard the spare teeth now floating around inside the gearbox settle into the bottom of the box itself, and away from all things rotating. No worries – all we had to do now was to make sure we didn't get into a situation where we'd need reverse! Easy.

Just to make sure there wouldn't be too much damage Peter drained the gearbox oil at White Cliffs – and with no obvious problems, headed onwards to the famous old Tilpa Pub. This 130-year old pub is built on the banks of the Darling River

and the town has a population of just 10. Following a few beers, a chat with the locals, dinner and a (hot) shower, we finished the day about 40kms into our next Selective.

Day 7 – to Dubbo via Cobar, Nymagee and Narromine. After another cold night the gearbox made some awful noises when we started the engine – Oh-Oh! Idea! warm the gearbox oil before we drive anywhere. So, out with the little gas cooking stove and fire up the gearbox – of course! (If only I had a video camera). Anyway, it seemed to have the desired effect, and quietened down most of the knocking noises (couldn't turn the radio up because we didn't have one fitted yet – that's on the 'improvements' list for next year Peter reckons).

The most outstanding observation from this day was the huge number of kangaroos and emus in this area – unbelievable (sometimes, dodging the wildlife was a bigger challenge than not trying to end up in a situation where we had to reverse).

After an extremely long, rough and demanding couple of days of Selectives, it was a real treat to arrive in Dubbo for a pizza and a Motel bed. There are some good things to be said about progress and civilisation, although Peter reckons he was a lot more comfortable in his swag on the ground than he was on the motel mattress.

No specific duties on day 8, but the casual drive to Hill End via Wellington and Euchareena gave us the opportunity to relish the changing countryside – from the flat, brown, dust and dry of the previous days, to an ever-so-slightly increasing amount of green and rolling hills. We even encountered some water crossings on the way (pity some of the bike riders again) – the fist for the entire event.



Of course a visit to Hill End isn't complete without the customary 'libations' at the local (150 year old) pub. Apparently, this hamlet supported a population of around 8000 during the gold rushes of last century – there sure is some history here.

Day 9 – the last day of the event, saw us traverse the famous "Bridle Trail" out of Hill End. This is a convict-built road with some almighty huge 200-300 metre drop-offs on one side of the road and humungous cliffs on the other – your clothes would most definitely be out of fashion before you reached the bottom here. This was not a piece of road you could race confidently on, that's for sure. Interestingly enough, the Bridal Trail is normally off-limits to rally cars and the likes because it now is classed National Park (seems Bob might have some friends in the right places?) Then it was back to the Bathurst Showground for the final stage and promotional finish.

Following a relatively "quiet" night at the Presentation Dinner, we departed for home the next morning. And if you think this was easier than the Safari itself, you're wrong. After putting nearly 5000 kms of some of the roughest and toughest roads behind us with only a (minor?) gearbox problem, we then suffered a flat tyre near Bylong and a blown radiator by-pass hose near Merriwa – go figure. We did eventually arrive home – tired but safe.

Man, we had a great time, saw some great country (and crawled some excellent pubs). Like all the previous long-distance events I've had the honour of helping-out on, I now have a whole new library of memories and visions permanently etched on my mind to recollect whenever I choose.

And what of the Hilux? Well, we now call her the "bushpig" (so-named because she might be a little rough 'round the edges, but *shit* she's got some grunt). The ol' girl proved a mighty good thing, and all credit must go to Peter who spent months getting her ready, and then looked after her so well during the event. After a quick wash and a revitalised gearbox, I reckon she'll be ready to go again. And what improvements are in store for her next year? Just you wait and see! Would we do the Safari again? Don't you worry about that – we've already booked.

Many thanks go to Chris Hanlon, Tony Scales and RACQ Batteries, and of course Bryant's Engineering, for helping us fulfil this adventure. Without their assistance our involvement in this event would have been much less achievable and enjoyable.

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If anyone is entering this year's Targa Tasmania, and would they be interested in the help of a volunteer or 2 please contact Mark Northage on 07 3001 9230.

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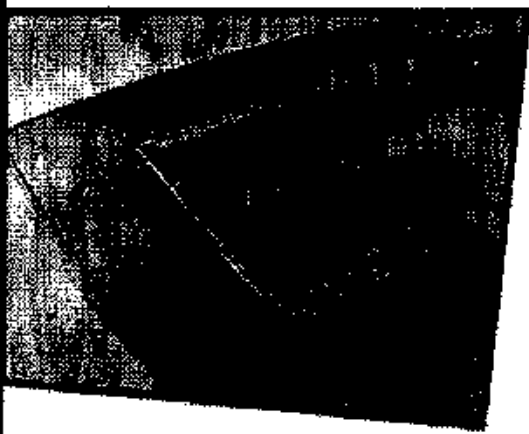
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2WD RALLY TYRES

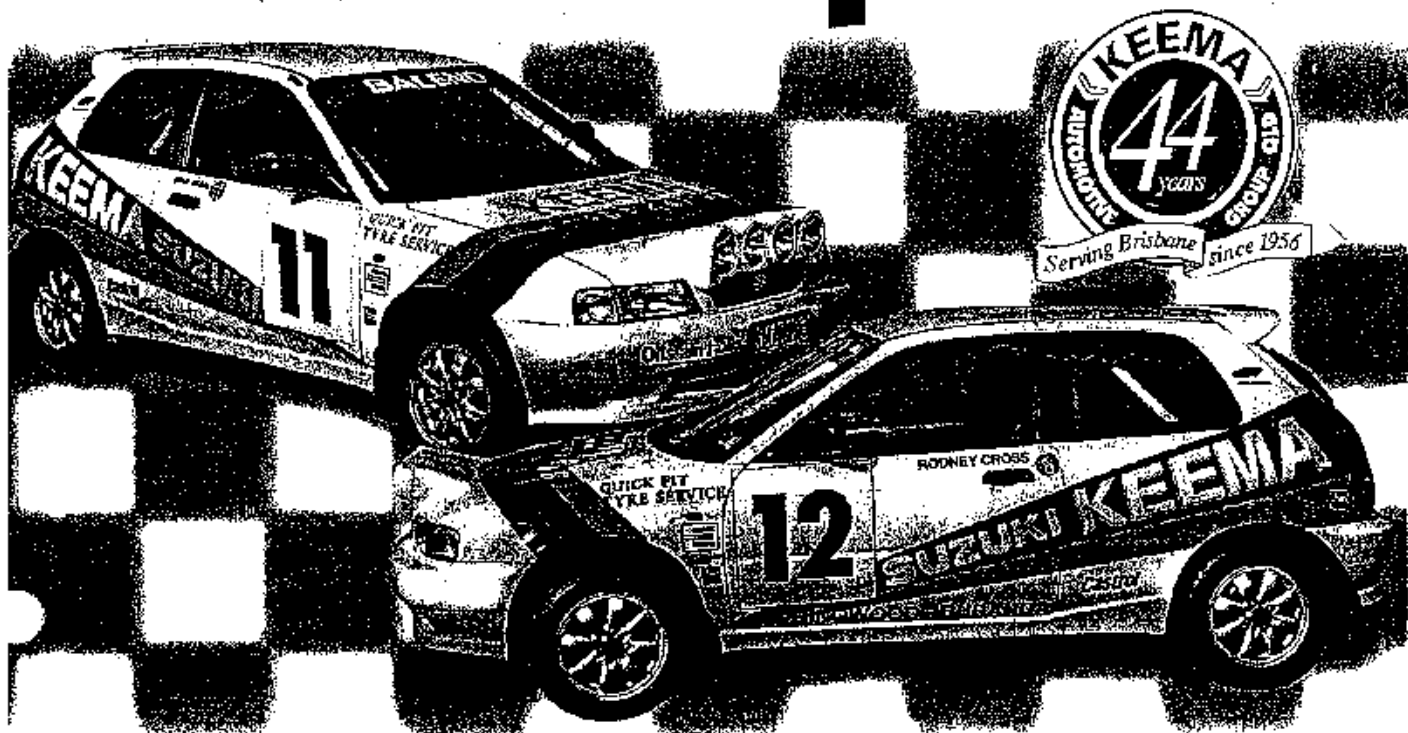
165/70R13	RX-01C	\$155
155/65R13	RX-01C	\$155
175/65R14	RX-01C	\$140
185/65R14	RX-01C	\$160
185/65R15	RX-01C	\$165
195/65R15	RX-01C	\$170
205/65R15	RX-01C	\$180

4WD RALLY TYRES

195/65R15	RX-01D	\$165
205/65R15	RX-01D	\$180
215/60R15	RX-01D	\$245

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