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THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB

April 2003

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President's Place

I have heard it said that a week in motorsport can be an eternity, however, it would seem this last month has been just the opposite.

Earlier in the month we had the Presentation function for the Quick Fit Tyres Cooloola Classic rally. A hearty congratulation goes to those class winners and to the outright place-getters. I must also thank all those who attended, especially Viv Gees, who made the effort to drive from Maryborough to receive his trophy (it really is hard to keep a good man down). To all the team who made this event happen – well done! Adrian and the lads at Quick Fit Tyres can also be commended for their continuing support of this and other BSCC events. Please remember if you are ever in need of tyres for your machine, Quick Fit can fit 'em.

It was extremely encouraging to see a good number of southern competitors take up the invitation to compete in the 2003 Rydges Capricorn Rally based at the Rydges Capricorn Resort just north of Yeppoon. Anthony Tanzer, Gordon Fischer and a small but enthusiastic team (including other Qld-based car clubs) had put a lot of effort in finding some very interesting and unique roads for this, the second round of the Qld Championship. From all reports the competition was tight and the atmosphere very relaxed (the last time I saw Margo she was sipping on a Pina Colada beside the pool). And I believe the organisers have already started planning next year's event – well done to all concerned.

Just a reminder to those who may be looking for some local competition, the next KCP Short Course Rally is scheduled for May 10th. This will be the last chance to get some pace-ning practice and final tune-ups before the ARC event in June. Mark Neary is looking for some assistance with stage teams and other official duties – your attendance would be greatly appreciated. Please phone Mark, or Sheridan at the clubrooms, if you can help out. (Has Mark's wife had the baby yet?)

I am pleased to announce Angela Packrell will be joining the BSCC Board. I am sure Angela's motorsport experience and youthful enthusiasm will be a huge asset to your club. (Please don't hesitate to contact me if you would be interested in a position on your Board as we still have a couple vacancies). Additionally, Sheridan will be conducting a survey over the next few weeks. Please assist her in gathering some vital information to help us help you.

Well that's about all for this month, except for breaking news that Possum Bourne has just been critically injured in a car crash in New Zealand. Details are pretty sketchy at this time, however I am sure that all of us wish him a speedy recovery. Our thoughts are with you Possum (and your family).

Brian Everitt
BSCC President.

**Contribution cut-off
date for the next
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10 May 2003**

**BRISPORT MAGAZINE
e-mail addresses**

Brad Smith
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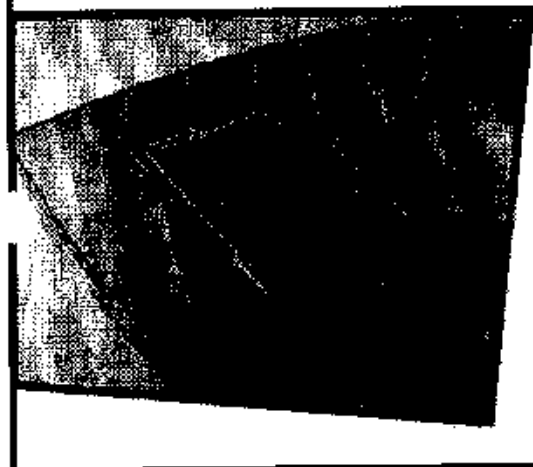
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Almost a Gorilla Weekend

Tom Smith

Disappointingly, Shaun 'Gorilla' Gill and Michael Young almost became the latest names to join the long list of QRC-winning rally crews last weekend when the pair took the provisional win in their Evo 3 Lancer at the 2003 Rydges Capricorn Rally.

Although the Mitsubishi pair were quickest on the road, the official results indicate that they have been disqualified for illegal servicing. This hands the win to the Evolution 1 Mitsubishi of Paul Andrews/Ashley Bolt who also managed to hold off the hard-charging WRX of Matt van Tuinen/Ryan Parker. The Subaru team simply ran out of competitive kilometres to continue the chase.

The event was the second round of the 2003 Hella Lights Queensland Rally Championship, and heralded a return of QRC rallying to the area after a very long absence. With the increasing exposure of the sport and the quiet success of the Townsville round as a regular place on the rally calendar, the Central Queensland Motor Sporting Club took up the challenge.

The Rydges Capricorn Resort was the brilliant venue for the weekend, located ideally on the Capricorn Coast and within sight of Yeppoon. The resort is not unlike Coff's Harbour, and for some who had rallied on the NSW coast there were distinct feelings of déjà-vu.

Yeppoon, in turn, is about 20 minutes east of Rockhampton - one of Queensland's regional capitals. The drive up from Brisbane on the Bruce Highway takes about 7 hours. The club had actually used the resort in the past for club events, but with the prospect of a championship event, Rydges management were immediately behind the concept.

Due to the 20,000 hectares of the resort grounds, about half of the competitive distance was actually covered on the 'private' roads. The balance used the nearby Byfield Forest for a selection of traditional Queensland forestry roads. While this event, at about 115 kilometres, was perhaps a little less on distance it was not down on quality. Smooth and efficient organisation meant that the field of 30 cars and crews who made the journey from both north and south of Rocky were not disappointed. And with some high-spec 4wd turbo machines on hand, it was probably the quickest and most valuable field the area had ever seen.

Reigning QRC champion driver George Shephard was present at car 1, with Dominic Corkeron in the hot-seat. George was on something of a roll, and chasing another win after his round one victory.

Car 2 went to the always-maturing Matt van Tuinen/Ryan Parker combination in their Tait/Philcomm WRX Subaru, with Matt knocking on the door of a QRC victory any day now. Three was the Gladstone pair of Paul Andrews/Ashley Bolt in their Evo 1 Lancer with 'Aussie-Car' specialist Ian Menzies in his XR6 Falcon next, co-driven by Larissa 'Larry' Skyring. Ralph French/Karl Wilson (WRX) were at 5, Ian Ogilvie/Tony Best at 6 in the little Datsun 1200 Coupe and Shaun Gill/Mick Young at 8.

Steve Wall/Tom Smith were down the order in their BRD Subaru at car 13, but happy to watch and wait, while Keith Callinan made a welcome return to the QRC after a long absence. His Subaru WRX had an engine that sounded like it would go on forever and he would go on to enjoy one of the most reliable runs he has had to date.

Phil Mason/Ken 'Stumpy' Long came down from Townsville in their Datsun 280Z, while crews from the south-east

(continued page 8)

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EVENTS CALENDAR

Month	Day	Date	Event	Details
APRIL	Sat	5th		
	Sun	6th		
	Wed	9th	2003 Quick Fit Tyres Cooloola Class Rally	Award Presentation, BSCC Clubrooms 8.00pm
	Sat	12th	Rydgas Capricorn Rally	2nd Round QRC; 2nd Round Clubman; Rockhampton
	Sun	13th		
	Wed	16th		
	Sat	19th		
	Sun	20th	Easter Sunday	
	Wed	23rd		
	Sat	26th	Rally of Canberra	Canberra
	Sun	27th	Rally of Canberra	Canberra
	Wed	30th		
MAY	Sat	3rd	Moranbah Off Road Club	Rd of Qld Off Road Drivers Championship
	Sun	4th	Mt Cotton Hill Climb	Mt Cotton
	Wed	7th	ARC Info Night with Special Guests Simon & Sue Evans, Iain Stewart & Steven Shephard	BSCC Clubrooms from 8.30pm
	Sat	10th	1st Round KCF Rallysport Short Course Series	Jimna Sports Recreation Centre; Reconnaissance from 10.00; competition from 1.00pm
	Sun	11th	Mother's Day	Don't forget to buy your Mum some flowers!
	Wed	14th	Memory Lane Night	A chance to catch up with Members past and Present; to look at 60 years of the club's history; Swap Stories
	Fri	16th	Night Run	Starts at K-mart Cannon Hill; Cost \$20 Alan Cunningham 3395 0395; round of Interclub Challenge
	Sat	17th	Targa Tasmania	Tasmania
	Sun	18th	Targa Tasmania	Tasmania
	Wed	21st		
	Sat	24th		
	Sun	25th		
Wed	28th	Video Presentation	BSCC Clubrooms from 7.30pm	
Sat	31st			
JUNE	Sun	1st		
	Wed	4th	Coastal Challenge Information Night	BSCC Clubrooms
	Sat	7th		
	Sun	8th		
	Wed	11th		
	Fri	13th	Start of Caloundra's Falken Tyres Rally Qld	Caloundra Wine & Food Festival from 7.00pm
	Sat	14th	Caloundra's Falken Tyres Rally Queensland	Imbil
	Sat	14th	Fulcrum Suspension Coastal Challenge	Touring Road Event; Starts from Kings Beach
	Sun	15th	Caloundra's Falken Tyres Rally Queensland	Imbil
	Sun	15th	Rally Queensland Award Presentation Function	Civic Centre, Caloundra
	Wed	18th		
	Sat	21st		
	Sun	22nd	Autocross	IWMAC Willowbank
	Wed	25th	Coastal Challenge Presentation	BSCC Clubrooms
Sat	28th			
Sun	29th			
JULY	Wed	2nd		
	Sat	5th	Rd 2 KCF Rallysport Short Course Rally Series	Jimna Sports Recreation Centre; Reconnaissance from 10.00; competition from 1.00pm
	Sat	5th	ARC Sydney	Sydney
	Sun	6th	ARC Sydney	Sydney
	Sun	6th	GCTMC Khanacross	Parklands; Round of Interclub Challenge
	Wed	9th		
	Sat	12th	QMROA 40th Anniversary Dinner	Royal Qld Yacht Squadron \$50 p/head. Margo Jones 3344 1099
	Sun	13th		
	Wed	16th		
	Sat	19th	V8 Touring Cars	Queensland Raceway, Willowbank
	Sun	19th	V8 Touring Cars	Queensland Raceway, Willowbank
	Wed	23rd		
	Sat	26th	Rd 3 QRC, RD 3 Clubman Rally Series	Townsville
Sun	27th	Rd 4 QRC, RD 4 Clubman Rally Series	Townsville	
Wed	30th			

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corner included Rod Biggar/Paul Young (Datsun 1600), Simon and Margot Knowles (Sprinter) and Viv Gees/Brad Wedlock from Maryborough. Steve 'Yorkie' Berry had his magic little Mitsubishi Cyborg on hand with Nikki Doyle calling the corners on this event. Of the locals there were the very tidy VW Golfs of Marco Jansen/Gregory Schandl and Gray Kahi/Eric Schroeder. Some wags from out of town suggested this sounded very much like a factory Super 1600 entry from the European factory looking for a quiet little event to test their Polos. No they weren't factory Polos, but well presented indeed.

This rally was also a round of the 2003 Clubman Rally Series, but pleasingly, 22 of the 30 starters were nominated for the full distance of the QRC. Most of the visiting teams arrived on the Friday to settle in for the night – also ensuring that the resort increased its occupancy rate for the weekend. Keith Callinan and wife Mary-Anne arrived in the 'KC Race and Rally' pentec with the Subaru sharing space in the truck with KC's Classic Monaro – on the way to Brisbane to be containered and shipped to Otago in New Zealand. With fine weather, a huge pool, restaurants and numerous bars the atmosphere was most relaxing and pleasant way to start the motorsport weekend.

Saturday dawned bright and warm, with the event start scheduled for 10.00am. Two 'sections' were on offer with a total of eleven special stages. One of these specials was a short 1.6 kilometre spectator stage which the crews covered three times during the event – start, end of daylight and the final stage of the event. With most stages around 10-15 kilometres, the longest was 21.33 kms which was combination of the testing drivers' roads on the resort grounds. After a welcoming speech by Clerk-of-Course Anthony Tanzer, and a reminder by the local Yeppoon police service that the road rules would be enforced the rally was underway.

Shepherd started well in his Falken/Boge Evo. 6 Lancer to take a healthy 4 second break on the field around the 'super-special'. Shaun Gill grabbed second-fastest and Steve Wall displayed some confidence to equal that time, with Paul Andrews third one second away and Callinan and Mason next up. A group of drivers gathered on the next time including van Tuinen, Oglvie, Turner and Berry. No crews came to grief on the short warm-up. Out to the first 'Rydges' stage at 15.37 kilometres and Gill went out hard on 11.50. Andrews was next on 11.56 with Shepherd in third on 12.05 and van Tuinen on 12.16. John Darby and son Peter were quick in their VR4 despite brake wocs, as was the Toyota Sprinter of Cairns team David and Leanda Kayess. SS3 was another of the resort stages at 14.92 km and Gill again took the stage win from Andrews, then Darby, van Tuinen, Callinan and Wall.

Ian Menzies dry-bogged his Falcon and was eventually hauled back on the road by the recovery team, only to then do the same again as he headed off at speed to ensure he did not run OTI. – unfortunately he did, and his weekend finished early. Mark Byrne/Greg Bell also retired their tidy Stanza. On SS4 in the Byfield Forest, the 'Gorilla' was beaten by van Tuinen as the youngster picked up his pace to win the stage from Andrews and Gill in third. Shepherd, Darby and Wall were next on the timesheets. 'Yorkie' Berry was enjoying himself immensely and very happy with his stand-in co-driver, but reported several end-swapping incidents and a couple of occasions when he made some of his own wrong direction decisions.

On SSS 'Brampton', Matt repeated the effort with another stage win from Andrews and Gill, once again with Shepherd, Darby and Wall chasing hard. The forestry roads were not unlike most of the common stages in the south-east corner with some rough-ish patches and long loping rydges. Callinan was having a ball in the newly-reliable ex-Teinsport Subaru and setting very competitive times. Similarly the 'old warriors' Oges/Tony Best were impressing everyone in the singing 1200 as they outdid the 4wd brigade. Scott Ruff/Joanne Watson retired their Datsun 200B for the day.

Ralph French suffered two flats on SS6 which removed him from contention although in true fighting spirit he made it to the end of stage and service, to rejoin the event while Dave Kayess unfortunately retired his Sprinter. Back at the Resort, another run at the 'mickey mouse' stage was on order and Shepherd and Andrews shared quickest. Despite nudging a log at the chicane (unfortunately displaced by the preceding cars) and bending a rear link, Wall was next up to finish the daylight section well. Gill/Young were not far off the pace in the silver Lancer to finish at the re-group in the lead. The top five scores were: Gill/Young 47:44, Andrews/Bolt 47:47, van Tuinen/Parker 48:24, Shepherd/Corkeron 48:48 and Callinan/Callinan on 49:03.

The Clubman Rally finished at this point with Michael South/Alan Reinikka (Supra) taking the category on 52:45 from Shane/Adam Turner (240K) on 53:06 and Dave Ovenden/Colin Moyse on 53:07. Eighteen cars and crews continued into the late afternoon and night stages with the longest of the event up first. 'Rydges Reverse' was 21.33 kilometres of testing, but enjoyable roads swinging through natural forests and over long water hazards.

Gill re-established himself with a solid win, but Shepherd fought back bravely to finish just 8 seconds in arrears. Van Tuinen was next, followed again by Andrews – these four stamping their authority on the scorecard. As the late afternoon became evening, there were dust problems despite three minute running intervals and in the darkness it was a little more demanding for some back in the field. On SS9 up in the Byfield Forest (a repeat of SS4) van Tuinen responded brilliantly to win the stage in front of Andrews and Shepherd with Gill a distant sixth. Shepherd's time recorded for SS10 was a shock, until it was revealed his turbo had failed on the stage ending any chance of a final tilt at the top spot.

Gill hit back to win the stage from van Tuinen and Andrews and barring problems had the win in the bag. 'The fat lady hadn't sung yet' as they say, and Gill was seen stopped on the liaison road back for the final short blast at the resort with bonnet and boot open. The car eventually arrived lit by one headlight and a torch as a circuit breaker had failed. Gill managed to just about crawl through the stage to finish the event. In the final washup, Gill/Young took the provisional win on the night with 1:20:05, from Andrews/Bolton 1:20:21, van Tuinen/Parker on 1:20:23, Shepherd/Corkeron on 1:21:49 and Callinan/Callinan rounding out the top five on 1:22:36. Oglvie/Best and Wall/Smith shared sixth place on even times of 1:24:41, the two white 2-door coupes a lifetime apart in technology but similar in pace. Other class winners included Phil Mason/Ken Long (P4), Marco Jansen/Gregory Schroeder (P3), Steve Berry/Nikki Doyle (P2) and Oglvie/Best (P1).

(Continued page 10)



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The official results published on Tuesday 15 April indicated the disqualification of Gill/Young which could be assumed to involve the last-minute problems between SS10 and SS11. The results may be subject to appeal rights under the National Rally Code. If the exclusion holds, all finishers will naturally move up the finishing order.

This was a great addition to the QRC calendar for 2003, ensuring that the Championship is truly state-wide, along with Townsville in the north. The CQMSC and their generous supporters from the Rydges Resort put together a wonderful package which drew few, if any complaints. The venue was excellent, the roads were very competitive and the officials were well-versed. Much enthusiastic assistance came from both Townsville club members and from the Central Coast Car Club in Gladstone with some officials making the trip up from Brisbane. Perhaps some additional distance could be found, but the competitiveness of the roads is very clear with the top three places separated by just eighteen seconds.

Most crews have indicated their desire to return to the event next year. The exclusion of Gill/Young is certainly an anti-climax to a positive weekend. The next round of the Queensland Rally Championship is Falken Tyres Rally Queensland on the weekend of June 14/15.

New BSCC Internet Forum

To compliment the club magazine and the club website, we are proud to announce a new Internet bulletin board for all members to use. Internet forums are fast becoming popular, in some cases even more so than websites, for many clubs and interest groups. This forum or "BBS" (bulletin board service) is there to help communications in between magazine publications. We hope it will assist in the dissemination of timely information, aid discussion of current issues and to generally help with that community feeling.

There are forums for several areas and the administrator, Marc Zande, is happy to consider requests to add new or modify these forums as members wish. When you visit, you must register and we would ask that you register with your real name and don't forget to put your location in as well. There are rules but they are common sense. Marc and Sheridan can and will delete offensive material but they can't be there all the time so try to keep it congenial and "G-Rated"... remember, young eyes might be viewing.

There is a private or "members only" section and to gain access to this, email the forum administrator on forums@bscc.asn.au with your club membership number.

You can find the new BBS at:

<http://forums.bscc.asn.au>

Interclub Challenge Autocross

By Ben Van Wegen and Marc Zande

Sunday, 30th March, The sun was shining and mozzies were swarming at the IWMAC's Autocross circuit. Over 50 competitors in all turned out for what was to be a good, incident free day. I was feeling a little out of place in my road going Toyota MR2 as most of the field seemed to be well seasoned rally cars of some description. Unfortunately there weren't enough BSCC members out to make up a full team for the Interclub challenge so I rounded up a few strays from other clubs. I suspect there may have been a few sore heads from the Rally Dinner the night before which could explain the small number of members present.

The dirt circuit was freshly watered and it was on for young and old. Competitors enthusiastically set off for a spin on the dirt with some being a little over enthusiastic resulting in a few spins on the slippery surface inevitable off track excursions. The 4-wheel drive cars showed their dominance on the slippery track making up at least 2 seconds on the rest of the field in the standing start format which resulted in them residing at the pointy end of the results sheet. Lucky for us, they were not part of the Interclub.

By the end of the day the track had started to break up a little with some rocks being flicked out of the track. This in turn made life difficult for the less gravel hardened vehicles (mine was clad with 40 series tarmac tyres not good with rocks!) as we started focusing on avoiding rocks rather than maintaining the racing lines!

Overall, it was an excellent day with every competitor getting in five runs of the circuit. Our team, made up Todd in a stock standard Datsun 1600, Lindsay's standard Toyota Seca, Scott's almost stock and non-turbo TX3 and me in my standard MR2 made up probably the slowest team in Interclub Challenge, and on paper we didn't look too impressive. However, the old motorsport adage "to finish first, first you must finish" came fruition. We finished an amazing second out of the five teams as we all ran consistent times and only received one cone penalty for the day.

Ben van Wegen

And then there was the politics...

I was unable to attend, let alone compete in this round as I was still at home nursing my convalescing wife-to-be and I must extend a heart-felt thankyou to Ben for looking after things on the day. Unfortunately we had a couple of last minute withdrawals from the team and not too many takers with the Rally Dinner the night before the event. Still, Ben got it together for us and fielded a consistent if not particularly fast team. After the results were published in the following days, a protest was lodged against our team on the grounds that our team did not constitute all BSCC members, a practice that has been commonplace among the series competitors over the last two years. A motion was put to the Interclub co-ordinators to strip us of points but it was lost, 3-2. Two of the registered clubs failed to vote on this. I only voted under duress as I felt the was no rule governing this situation therefore no rule could have been breached. You can rest assured there is a new

rule in place now. It's a pity that a friendly series can become so bogged down with politics but I guess it's testament to the series being taken seriously and evidence of some serious competitive spirit and inter-club rivalry.

I must also think John Careless for his efforts and for fielding a barrage of emails when the proverbial hit the fan. The Interclub Challenge is a fantastic series and I urge you all to consider taking part in one or more of the events remaining. It's also a great way to try something different as the events range from hillclimbs to motorkhanas, sprints to road rallies. Keep an eye here and on the club website (and new forum!) for details of upcoming rounds. And speaking of which, the next Interclub event is the Marquee Club's Night Run, to be held May 16. Supplementary regulations are available from the Marquee website <http://members.optushome.com.au/msccqld>

Please contact Sheridan at the clubrooms or myself if you would like to be part of the BSCC Team.

Marc Zande

Interclub Challenge Standings (after round one)

1. IWMAC
2. BSCC
3. SPARC
4. GCTMC
5. HSCCO

The BSCC from its newest Life Member - Patrick Hetherman

It was quite a shock but certainly a privilege to be installed as the BSCC's newest Life Member and at times like these one tends to reminisce a bit.

My first contact with BSCC was back in 1972, as marketing Manager at the new Brookside Shopping Centre. An idea was mooted that we sponsor the "Warana Rally", a round of the Australian Rally Championship. To find out what was on offer I had a meeting and my first contact with Henk Kabel, the Event Director. We kicked a few ideas around and the result was Henk and BSCC ran the Rally and Brookside ran the promotions. We had a great time and from there a long relationship began. I went on my first

rally in this country, up to Elgin Vale in the family Holden EJ wagon with the Kids asleep in the back on a mattress.

In the second year of Brookside's connection with the Warana Rally, stages were held through Bunya forest at Ferry Grove (close to home so we could pop in for a cup of tea). The stage was awesome, and somewhat safer than the Motorkhana stage on the West Car Park.

These were the days of starting just after lunch and running through to next morning. Can you imagine a crowd of a couple of thousand on a Sunday morning for the return of the rally cars into Mitchelton. Well that was the case. Also, we had the Pub open at 8-30am, in Queensland on a Sunday in 1973, heady days.

From there many events followed both as a competitor in night runs and as an official. About this time I got into commentating at Ipswich Speedway, which led onto Surfers Paradise and Lakeside. Now, motor sport is fun, I was learning that it could be fun outside competition as well. Some of the things that happened at speedway and circuit racing were bizarre, but we should stick to the Rally/Off Road scene in this magazine.

Along the way I got to know heaps of people, (working in promotions and marketing helped) but one that sticks out was Clive Slater. He came over for an ARC, and his Service Crew were not available. Henk Kabel asked me, if he would supply a 1600 VW Combi plus mechanic, would I drive it. So off we set with three of my four kids top age about ten, service crew up front with the factory teams. Clive stayed with us and so a friendship was born.

Most people will remember my Nissan Patrol "Big Red", a couple of cars before that, there was a Mushy Peas coloured green HT Holden. What a car! The second year that Clive came over he stayed at our house and we totally rebuilt putting all the good bitson, the Bilsteins, Webbers etc on the Corolla in our driveway at Keporra.

Off we went in Mushy Green HT, trailer, four kids, Sheridan was only about 7. Her job was to wash the headlights and look for grass seeds in the radiator at service points. Clive ran up the front of the field,

so there we were with the factory teams, Datsun and incredibly fast turbo six service vans, and Ford with more chase escorts than Bryan Byrt, Holden and V8 ute service vehicles from Leach and the HT with box trailer.

At a service on the way towards Pomona at end of a long night, Sheridan did her job, The radiator had picked up heaps of seed that were cleaned out. Sheridan said to me "That Holden of Bell's had seeds in the radiator, shall I tell them" A curt reply "You dare". On the way to Pomona, Clive was having clutch problems and we passed Bell in the Gemini, it was all steaming. Sheridan said "see Dad I should have told them". Dad replied with a smile "Yeah may be?"

The Green HT had another adventure, this time in a touring assembly. Out Ipswich way, we were following the chart and were looking for a road on left. Up came a road complete with name sign, traffic signs so into it we went. We did not know that non bitumen, grassy roads did not count. Half way along up to the axles she went. We tried to get out but with a 11 year old navigator and helpers at 9 and 7, nothing for it but call the RACQ. They got us out only to go down themselves. No worries RACQ had plenty of trucks. They were the days. Remember the Ipswich West Moreton Club Night Runs? Fast, Oh yeah.

There was one occasion when we were did a course check for Peter Marshall. A group of us went, Jim Reddix and Laurie Garth, Sheridan and I, and others. We did not finish the job on the Saturday and decided to sleep in our cars at the small park near Amamoor. It was cold, very cold so we lit a fire, had a bottle of Rum. We settled in to sleep, Laurie said it was warmer to sleep on the table than in a car. Oh yeah! All night it sounded like he was cutting up the table to put on the fire, He can snore well! There was the time when I went around Australia with Jim Reddix in the vintage Citroen. Now that is a story all on its own, we had hoaps of laughs every day, many at the expense of Boyd Ovens. He was a good mate. My wife Ann was not involved much with us until Stephen was old enough to have a car and go Rallying. It was a blue & white Capella with 1800 donk. We gathered for its first competitive event, a Rally Sprint at Collingwood Park. Since then Ann has followed close, funny that! Now she is the first to volunteer us for events such as the Australian Safari and the Off-Roads. (continued page 14)

FLASH BACK

By Tony Best

Many of you will be aware that CAMS adopted a new Logo in mid-2000.



This was launched by the newly-appointed CEO Peter Hansen (where is he now?) along with promises of reforms to the organisation, better facilities, etc etc.

The previous logo, used until 2000, was introduced with similar great fanfare in late 1985.



CONFEDERATION
OF AUSTRALIAN
MOTOR SPORT

The following article appeared in the December 1985 issues of CAMSREPORT, the forerunner of CAMS MAGAZINE.

Finally, the motor sport marketing program will go into top gear next year. Under the control of Westwood Rogers Marketing, the focal point for this development is the new motor sport logo. Most members will have seen it somewhere in the past three months—on cars, on drivers' overalls, on programs, tickets, and on flags flying at race meetings. Westwood Rogers plan to have this logo recognised by 50% of the Australian population by the end of next year. It will become a valuable resource and a marketing tool for members and clubs. Shortly there will be distributed a guide on how to maximise utilisation of the logo for the benefit of CAMS clubs. All of this is just a starting point. CAMS is seeking to create a fresh concept of motor sport in the community. This can only be good for all concerned. We think we are well on the way.

I wonder how much money CAMS paid Westwood Rogers Marketing to 'create a fresh concept of motorsport in the community.' Unfortunately I do not think that the new logo was recognised by 50% of the Australian population by the end of 1986. Did CAMS still pay Westwood Rogers Marketing even though they did not do what they claimed they would do? (Incidentally the firm of Westwood Rogers Marketing is not listed in the current Sydney or Melbourne phone books).

The following articles also appeared in the December 1985 issues of CAMSREPORT and the Spring 2000 issue of CAMS MAGAZINE. Apart from the more modern language in the later version in the later version there are remarkable similarities.

For many years, CAMS has been regarded as a very conservative organisation. With the help of all groups connected with motor sport in Australia, the promotional program being presently implemented will take the sport to new heights, and the whole "motor sport" family will become beneficiaries.

CAMSREPORT 1985

As well as all the visible signs of progress, there are an even greater number of unseen activities that are contributing to CAMS' rapid progress in 2000 across the member services, sporting and administrative functions. To effect so much change so quickly has required the excellent cooperation of all the stakeholders in the various disciplines and categories our sport contains, and I thank them all.

CAMS MAGAZINE 2000

The best thoughts and wishes of the Brisbane Sporting Car Club Board and members are with Possum Bourne for a speedy recovery after his accident last Friday. A convoy of competitors in New Zealand's Race to the Sky driving road cars were inspecting the road under controlled conditions with official lead and tail cars monitoring speed. Possum was travelling down the road in a Subaru Forester and was on the correct side of the road and wearing a seat belt at the time. It would appear that dusty conditions may have contributed to the collision between Possum and the driver of the last car in the convoy. Mike Barltrop suffered a broken leg while his passenger was uninjured. As part of the ongoing treatment of his head injuries Possum remains in a medically induced coma. This treatment will not change in the short term.

The Australian rally scene and rallying in general owes Possum so much. He has set the benchmark by which all others ARC competitors aspired, with his professionalism, great character, and will to win an inspiration. We know that that same fighting spirit and strength of character will see him triumph over this his greatest challenge.

Gold Coast

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Club members are cordially invited to attend an ARC Information Night and meet with Simon and Sue Evans, Iain Stewart and Steven Shephard at the BSCC Clubrooms on Wednesday 7 May 2003 from 8.30pm.



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Take a Trip Down Memory Lane

Wednesday 14th May 2003

Come to the BSCC Clubrooms for an informal night of reminiscing as the Club gears up for its 50th Anniversary celebrations. Bring the following: Memories, tall stories, photographs, video footage, anything you think might be of interest, past and present members...

Rod Sams will showcase his magnificent folders documenting the history of the Club.

BSCC Clubrooms, 1/206 Montague Road, West End from 7.30pm.

BSCC Magazine Survey

In this our 50th year, the club has seen many changes of which the Club Magazine, Brisport, has undergone many throughout the history of the club. One of the major changes the club has seen is the onslaught of technology that is available and the club's ability to embrace it and utilise it. The magazine format is of a high standard and continues to reflect the professionalism the club seeks and maintains. To continue this professionalism, the club is seeking information from its members regarding whether the magazine could be delivered electronically, either members receiving via email, or members accessing the BSCC website.

Also, one area we would like to foster is the social side of the club. We have listed some ideas that may interest you and your family. We look forward to reading your comments. We ask if you would be able to answer a few questions by visiting the BSCC Website: www.bscc.asn.au and clicking on the survey link on the home page. Thank you for your participation.

Regards

Brian Everitt
President

Another time we were doing a course check for an ARC. We were running late and our support went off home we had a couple of sections to do. We set off to from Kandanga and headed West past the Hart deer farm and up the range to Gallangowan. I was in my rotary Cappella and Ann was in Big Red with Sheridan. Now at the bottom of the range it is possible to bear left and go up to the Tower Road without being on the Main down haul road. So Ann took off to make sure that the track was Ok. We had radio contact.

Rod Browning and I continued the Course check however I noted during occasional radio checks that there was tension in the voices from Big Red. Anyway we got to the end of stage at Brimms Road and waited some time for Big Red to arrive. Now that alternative track is a tough drive. Sheridan who was on the verge of getting her licence was calling which gear to use and when to flatten the go peddle, whilst Annie negotiated the goat track, but they made it. After we all had got back together, it was quiet, in fact it stayed that way for the next few days. Ann was not impressed. But on the other side of the coin we had

finished the course check. In this sport as an organiser you need a supportive wife and a good family.

We tried very hard to promote the sport. It was easy to get places to do it when you are in the promotion business. One that sticks out was carried out at South Bank during Expo. We had some guys from interstate and we made up a "Pit Stop" race. There were teams from Keema, Maxim Motors to take on the visitors. Each race took about 1 minute. It was a huge crowd stopper. We had a round robin and teams were knocked out. We did it at Ipswich at a later date. I have always thought that a spectacular show ring display could be run along similar lines, where the service vehicle comes in and sets up lights etc. Then the car comes in and is serviced. It can be all go. Maybe one day.

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CASH-BACK

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Shepherd's Title Chase

Team Release

Steven Shepherd is confident of rebounding from a disappointing year in the 2002 season to present a serious challenge in the 2003 ARC Privateer's Cup.

The Brisbane crew of Shepherd and co-driver Dominic Corkeron were present at every round of the series last year but suffered a number of unexpected mechanical failures which prevented them from performing as expected. With the Falken Tyres/GSA Evolution 6 Lancer now ready to rally after an off-season rebuild, it is hoped the problems of last year will not re-emerge. "We broke 2 new LSDs and 2 new driveshafts at various times last year," said Shepherd.

"No-one else breaks them and we've never had the problem before, so we hope that issue has gone away." The team, based out of the GSA workshops on southside Brisbane is planning on competing in every round of the ARC Super Series for 2003. The team also has access to some new tyres, courtesy of sponsor Falken, and it was hoped to be running a test under competition conditions at the first round of the local KCF Short-Course rally Series in late February.

Unfortunately that event was postponed due to wet weather and so the crew faces the likelihood of some limited pre-event testing in WA prior to the 'Respect Yourself Rally' on March 28/29. The tyres have been constructed with stronger sidewalls in an effort to prove more resilient over some of the typical roads encountered in the Australian series. One of the logistical problems facing the team is the fact that Steve's father George will be competing in the first round of the Queensland Rally Championship on the weekend before the ARC opener.

Running his own Evo. 6 on the east coast means that some spares and components will be required here, and then will be transported across the country in time for the start of the WA event. Steven admits that he has not had enough time in the rally car recently, with the last competitive outing behind the wheel at the final event of 2002.

"We only covered about 400 kilometres of competitive roads last year, during the whole season," he said. "And that is not enough to stay competitive in the current championship." The team's overall performance in the 2003 series was promising, and top-ten finishes were expected and in some heats achieved. Based on their progressive results there was even a slight possibility that Steven may have been listed on the CAMS 'Priority Drivers' List'. That did not occur, and the car remains in PRC trim for the coming year.

With the reliability that the team is capable of, and some consistency and speed during the season, the Privateer's Cup is a possibility although Steven further admits Simon Evans will obviously be the man to beat. "We are confident of a good year in 2003, with no further mechanical problems or breakages, and a great tyre from our sponsors Falken," said Shepherd.

Shepherd's Western Adventure

As one of the few crews from the east coast who attended the 'Respect Yourself Rally' in Western Australia, the Brisbane team of Steven Shepherd and Dominic Corkeron found themselves picking up where they left off in last year's ARC Super Series. With the Falken/Boge Evolution 6 Lancer in PRC trim, and looking and sounding good after a summer rebuild, the driver found confidence in the car and the whole team operation to bring home satisfying results from the first round of the Championship. A top-ten position in heat 1 (eighth outright, first P5) and a fifteenth in heat 2 did not do justice to a great drive in the face of more frustrating driveshaft breakages. Shepherd and Corkeron had not competed for many months after their 2002 campaign, but had geared up for a serious assault on the 'Privateer's Cup' for 2003.

With Falken Tyres as the major sponsor again for this season, feedback had produced some new tyre designs which were tested in the week before the event. "It's fair to say that Falken have come up with a great all-round tyre which does the job over here really quite well," said Shepherd. "It's especially pleasing because the other tyre manufacturers have specific tyres for these WA roads, so we have to play 'catch-up a little."

On the Friday night 'Super Special' stage, Shepherd went out on maximum attack and was rewarded with excellent stage times, setting the pattern for the weekend. Starting at car 20, and with the first true forest stages starting on Saturday, the plan was to push hard, keeping pressure on the various 'factory' and 'works-supported' cars in front. With the current ARC field, there are at least eight cars which carry the 'official' status, and the pace required to succeed is like never before. The day's passage was not without problems, and a stall on one of the early stages in a tight left-hander saw the car refuse to start, costing about 10-15 seconds. Then disaster - with a driveshaft breaking on SS3, threatening a repeat of the problem which plagued the team in '02. With a minimal loss of time however, Steven was able to consolidate and deliver stage times in the top six to finish the day in eighth overall. Such was the closeness of the results that the time loss during the day could have elevated the Falken/Boge team as high as sixth. "Yeah, sure it was possible," said Steven. "But it's likely that Batesy would have been able to respond to the pressure and make up some seconds - so we're quite happy with what we achieved." On Sunday, the equation changed with the weather and a shorter day of competition. The Mitsubishi was unmarked and ready to do it all again, but wet weather caused a re-think in the driver's mind. Admitting himself that his driving was a little too conservative during the day, Steven was hit with another broken driveshaft on the startline of the third stage. Having to drive the whole time with the shaft broken caused another time loss of about one minute - frustrating, to say the least. For the rest of the heat, Shepherd drove quickly but with a safe finish in mind. As a result the team managed fifteenth outright, and missed the P5 class win for the weekend by about 60 seconds - the same amount of time caused by two broken driveshafts! This result showed that the Falken/Boge team with Steven Shepherd and Dominic Corkeron has the speed to challenge for the 'Privateer's Cup' in 2003. Like last season, stage times were consistently in the top ten and the team expects to rise even further to the occasion back on the familiar roads of the east coast. The next event for the Falken/Boge Rally Team is their home event, supported by the team's own sponsors - Falken Tyres Rally Queensland on the weekend of 14/15 June.

Reid Secures Subaru For Group N Return

Former leading Privateer Stewart Reid is rapidly progressing plans to return to the Group N ranks after a 2-year absence, the plan for the Queenslander to contest his home Round in a latest specification Subaru Impreza WRX.

Reid took delivery of the 2003 model Impreza last month and his team have quickly swung into action to prepare the vehicle in time for June's Rally Queensland. "Everyone is very busy at the moment, we have the car back to a bare shell and now it's off to have the roll cage completed," said Reid.

"When the car arrived I took one look at it and thought to myself 'now this thing is a real rally car!'" exclaimed Reid on the new Impreza. "My only concern is that it will be quite a heavy car, so we'll try to make it as light as possible."

Stewart Reid's once highly desirable 2003 STi has been reduced almost to its basic elements. The workshop resembles a wrecking yard; with engine and gearbox in one corner, the diff and rear sub frame in another and the intercooler doing time as a door stop.

It has taken the best part of a week on and off to completely gut the interior trim including the dash, remove the doors, remove all the glass, extract the engine, gearbox and suspension and finally remove every last blob of seam sealer and underseal. The attention of the team has been focussed on weight removal and around xx amount kilos found its way to the waste bin from the protective coatings alone. The bare shell was weighed and found to be around the xxx amount kg mark; almost light enough to be carried by x burly men to the fabricators just up the street.

The roll cage fabricator; Dave Feron from Competition Fabrications has

built all of SRM's (Stewart Reid Motorsport) roll cages and anybody who

built all of SRM's (Stewart Reid Motorsport) roll cages and anybody who remembers the terrifying multiple rollover Stewart and Michelle Murphy had several years back on Rally Tasmania will know how tough they are.

Dave will start the job by working out where the crew will be positioned in the car. The driver will be in basically the same spot as for a normal road car. The co-driver will sit much lower and closer to the rear of the car to aid weight distribution. The crew positions are important in the fabrication process as they determine where certain bars will run to meet minimum distance requirements for impact safety; and location of the mounting points of the safety restraints. [the rules have changed in the way in which roll cages are made starting from the start of 2003 so Dave will probably be pioneering the first Aussie built unit of this type. Once all the planning is done he will concentrate on making the various brackets reinforcing plates which will strengthen the points at which the roll cage is attached to the car. This is then followed by the most difficult part of the cage, the front tower bars. These are the shortest bars in the cage but they pass through the fire wall adjacent to the wiper mechanism, the A pillar, the ventilation plenum, the top rail and near the crews feet. As a consequence Dave will have to cut a path for the bar through several panels and still make it possible to weld the tube; easier said than done, but knowing Daves skill the end result will be professional.

The tube material will be aircraft quality Cro-moly steel tube. This allows the lightest weight with the highest strength. The cage will follow a basic no frills design, and a philosophy that has served Dave and his clients well over the years; "Use straight bars and build triangles". Simple stuff for sure, and you cant argue with some one who has built cars for everything from V8 Supercars to the Wynns Safari.

The return to the Championship also marks Reid's return to the

Subaru brand after winning his Privateer's title in a Mitsubishi.

"I don't think it matters if it's a blue car or a red car, once you've tried one car I think you should be able to drive any car. We looked at the current cars from both Subaru and Mitsubishi and in the end we settled with the Subaru. The problems that Mitsubishi have had with the centre diff and the hydraulic pumps were a strong factor."

"The Subaru looks a very solid package and the support network for things like parts is very good in Australia with the STi dealers in each State. If you need a part before an event you can just ring the closest (STi) dealer where as with Mitsubishi you have to go through Ralliart and then Japan to get a part into the country," Reid added.

Despite a 2-year absence from the sport Reid has remained in close touch with the Australian Rally Championship, preparing and running Hyundai Australia's media vehicle at Super Series Rounds. Reid had also hoped that his long-term connection with the Korean manufacturer would assist in securing a 'prototype' programme for Hyundai.

"Personally I put a lot of time into the programme with Hyundai and we had a very definite yes that it would go ahead. But when Peter Evans (former Marketing Manager for Hyundai) left it all fell apart," commented Reid.

But rather than focusing on the past Reid is looking ahead to the future and a strong return to the Australian Rally Championship. "The sport is so strong at the moment, the competition is great, the best thing they ever did was to get rid of the World Rally Cars," said Reid.

"I just can't wait to get into the new car and then get back in amongst the action!" Reid added.

The Road to Rockhampton

Margot Knowles

Well the road to Rocky can be a long one but over 10 crews from Brisbane made the trip on the weekend of 12th April to compete in Round 2 of the QRC and Clubman Series.

The Rally was based at The Rydes Resort in Yeppoon – some 40kms from Rockhampton.

The resort has loads of facilities including : horse riding, camel rides, walking trails, nature tours, tennis, lawn bowls, bikes for hire, huge swimming pool with water slide and waterfall, 20kms of private beach, 3 restaurants, several bars, conference facilities etc etc.

There really could be no better place in Queensland to Rally. The first stage of the rally was a mere 2ish km liaison and the biggest liaison all day was about 35kms. In other words step out of your luxury accommodation step into your rally car and do it! How civilised.

The first stage of the day was a 1.56km blast – mainly dirt with a couple hundred metres of bitumen at the finish. The following two stages were within the Rydes estate and were through some fairly spectacular wooded and wetlands areas. The region has had a significant amount of rain so there was water up to the road through many areas – quite enjoyable really running on a single lane gravel road through what seemed like the middle of a lake. The roads however were very slippery and sandy making opportunities for a good off on the cards.

The field then transported the short distance to Byfield Forest for another three stages and service. The local P&C provide a great lunch however the lack of loos was a problem for the girls. The Byfield Forest stages were very fast and again sandy. One stage had a fair distance of deep sandy wheel ruts to contend with – alright for those that fit the wheel tracks but spare a thought for those that don't – I believe there was some interesting moments to say the least.

The field then transported back to the 1.56km blast and regroup at the resort –

this also concluded the Clubman section of the day.

The QRC teams then headed out to do another stage in the Rydes Estate, which was a combination of two of the morning stages. Then again up to Byfield for two more stages and service: and to finish the night the final pass over the 1.56km blast at the resort.

In all the Clubman section consisted of 7 stages and the QRC a total of 11 stages.

The first car out was 10.00am and from memory the Clubman competitors were all finished by about 4.00ish and the QRC was all done by 9.00ish. The event ran very smoothly without any major delays or holdups - Central Qld Motorsport Club deserves a huge pat on the back, they started on time and kept that up all day.

The QRC entrants were given a three minute dust gap after re-group as the Club were obviously aware from previous events the dust did hang throughout the night stages – this was great and did not even require prompting from competitors.

Other events could take a leaf from the CQMSC with some great features that all competitors seemed to enjoy : minimal liaison, great stage lengths and good start and finish times.

The result from the event will no doubt be available on the www.queenslandrally.com site soon however major (provisional) placings were:

QRC

1 st	-	Shaun Gill/Michael Young
2 nd	-	Paul Andrews/Ashley Bolt
3 rd	-	Matt Van Tuinen/Ryan

Parker

Clubman

1 st	-	Michael South/Alan
Reinnika		
2 nd	-	Shane Turner/Adam Turner
3 rd	-	David Ovenden/Colin

Moyse

The QRC results should see some fairly hot competition at Rally Queensland and I can only suggest that the Townsville event in July should also benefit from this tight tussle. The Townsville organisers were in Rocky and I do have their promotional info if anyone is interested in their event.

To sum up the event was well run, with great roads, spectacular scenery and terrific facilities at the resort – I'm sure all the crews from Brisbane will be back next year (plus a few more). Allow a few extra days either before or after the event to enjoy the resort and it's great location.

AS A FOOTNOTE

I was informed after this article was written that protest was lodged with the Clerk or Course in regards a competitor working on their vehicle in a Control. A charge has been laid and all results are provisional until a meeting of the Stewards.

It is appropriate at this time to remind all competitors of their obligations in the area - as per the Supplementary Regulations of all events state:

“Repairs and refueling are freely permitted throughout the whole rally, except on roads and areas specified in the Road Book and Service Notes.

Prohibited service is defined as:

- I. Any person other than the driver and co-driver of the particular competing car performing work or action on that car,
- II. The use or receipt by the driver or co-driver of any materials (solid or liquid), spare parts, tools or equipment other than those carried by that competing car. This does not include food or drinks to be consumed by driver or co-driver.
- III. The parking of an identified service vehicle or the positioning or setting up of any materials, spare parts, tools or equipment on or adjacent to the route of the rally.

Over the weekend we witnessed three such incidents that contravene the above. Remember it is a requirement that you read and understand the Supp Regs and the CAMS manual in this regard. Other events and/or competitors may not be as gracious or understanding next time round.

NQ Forest Rally 2003 - 26th & 27th July 2003

WHERE: Ingham & Cardwell State Forests

TIME: Starts early Saturday in Ingham and finishes Sunday afternoon in Cardwell

BANG: approx 190 kms competitive (QRC), less liaison this year!

BUCK: To be confirmed but approx \$500 (QRC)

For further information contact:

Clerk of Course: Steve Cruttenden (Cretto)

on 0428 618 125, for event specific info

Event Secretary: Belinda Kenney on 0414 267 719 for Accommodation and other non-event stuff.

If you'd like to see a set of Regulations Email: twincitiesautosports@hotmail.com and leave your details

HOW GREEN IS MY VOLKSWAGEN - The continuing Story of the Garth Family - Their adventures in rallying *and their current placing in the human race.*

Episode 29. February 2003. **What I did for Christmas**

Laurence J Garth. Age 57 3/4

Well, no motor sport stuff, so to speak, but I have been on holidays. I went up to Brisbane for a couple of weeks and some things never change. Brisbane in December January and February is too uncomfortable! The temp hovers around the mid thirties but the humidity!!!! It's like breathing water.

Going on Holls (as us oldies call them) should be easy. My major problem was RTWD. Apparently he cries if I'm not there.

Option 1 was Kennels. I did go to check one out; private pen, air-conditioned, meals delivered to the room, your own bed and a nice girl that takes you out for exercise and tickles your tummy! To hell with RTWD, I almost booked in my self. CJ's (No2 son) house in Brisbane hasn't got air-conditioning!. The kennel costs about the same as human accommodation for the holidays. Any way the kennels were not available, as due to my excellent organizing powers they were all booked out.

Option 2, take RTWD with me. I wasn't looking forward to that so I checked with the vet as to what was required to take a little brown dog to Brisbane. The vet checked RTWD's records>>> \$185:00 later we left. It appears in a moment of slackness I had let the vaccinations lapse so RTWD had to get them again as well as heartworm tests, (Apparently Brisbane has a 65% heartworm infestation) heartworm needles, micro-chipping etc. He is now Russell the bionic wonder dog. I'm not game to take him to close to a supermarket scanner; they will probably charge me \$8:25 a kg for him! Oh yes then I had to get him registered. They registered him as a POMER bloody ANIAN!!! Fancy a bloke my size with a Pomeranian. Although he has sort of a bit the 'Graham Kennedy pop out a bit eyes'.

Option 3, I remembered Hilary's cousin, Wayne, who lives in Albury. Wayne said, "Drop him over". You see Wayne has 1 wife 5 kids 2 dogs, 4 chooks and the setter from next door is often visiting so a RTBWD extra would not be noticed, so that was sorted.

Next packing. I don't know what all the fuss is about - what to take, how much to take etc. I use "The Laurie Garth Approved Method of Packing". 1. Get port (Yes Phoebe PORT! Short for Portmanteau. A thing for carrying clothes.) 2. Start putting stuff in port. 3. When said port full; stop putting in stuff. No problems. Of course I have been known to roll up at a function in a suit and white sandshoes. True! But they just thought "Oh its just crazy Laurie." Next a friend was telling me that her son was working in Singleton and couldn't get a train ticket home for Christmas, I said I would pick him up and drop him off at Coffs Harbor on the way through so I put my departure off for a day and on the Friday before Christmas I was away.

A bit of believe it or not stuff now. The shortest way Albury to Brisbane is Via Sydney! I was looking at going up the famous Putty rd. but I was told that now there is a road that takes you from west of Sydney, south of Sydney past the airport and then east of Sydney then under the harbour and join up with the Pacific high way then onto the Newcastle freeway. So off I went.

I found the motor way in question and away I went I was getting monstered by trucks and young girls in Dawoos >> whoops a toll booth hove into view. No signs were there to tell me what the toll was. The toll lady was out of the booth taking the money in a bucket. True. At least I think she was the toll lady. Out of the corner of my eye I saw a sign that said \$3:20 for cars! I gave the lady \$3:20 and then I saw another sign >> the cost was actually \$3:30! (\$3:00 plus GST?) I was looking for another 10 cents and to save the worlds biggest traffic jam when she waved me through. There is a tunnel on the road to the airport and it seems like it is descending all the time. Most claustrophobic. The signs only said to airport and I was hoping that it also went to north Sydney.

Out of the tunnel and there was all the planes then under again. Next thing I knew somehow I was on an exit off the motorway and into the suburbs. Rats! I was sort of going with the flow in a suburb somewhere near the airport when wonders of wonders, there it was - An entrance to the motorway, so I was away again. We went along things under things through things and another tollbooth, then the Pacific highway at the north shore hospital. About 6 hrs from Albury. Amazing! 13 kilometers up the Old Pacific highway and then onto the Newcastle freeway. What madness! Like a grand prix. At one point on the three-lane freeway north of Sydney the limit was 90kph for ages! Guess where all the speed cameras were?

About one and a bit hours later I was at the New England highway exit. Then it took as long to go the small distance to Singleton. After picking up Dan in Singleton we went up the New England to Armidale then through Dorrigo in a most interesting way. We entered from the north. Still trying to work that one out. Well it was dark! Then join the Pacific highway to Coffs. After a couple of days in Coffs I headed to Brisbane joining the worlds biggest traffic jam at Byron bay.

Brisbane was as usual for Brisbane in December humid! I don't believe that I could ever go back there to live. I had a good couple of weeks up there drinking XXXX and going to work with Cameron in his truck and drinking XXXX and seeing my brother and enjoying a XXXX and sometimes when I had nothing to do I had a XXXX.

I saw a funny thing at a K Mart Kippering on Boxing Day. A bloke showed up at the returns desk with a long handled spade to return. Now of all the possible things that don't work at Christmas a spade would be way down my list of likely stuff that doesn't work properly! What can go wrong with a spade? Maybe he couldn't find any where to plug it in, possibly the blade was on the wrong end of the handle?? Or else his wife didn't like it and made him take it back.

Whilst in Brisbane my son upgraded my computer. I've had the computer since 1995, just before Windows 95 was released. It has only had 2 new cases, 1 extra new power supply, 1 new Floppy drive, 1 new Hard drive, 1 new mouse, 1 new monitor, 1 new keyboard, 1 new mother board and extra ram. Gee it's been a good computer.

Just before I left Brisbane I noticed an advertisement in the Brisbane Sporting Car Club's newsletter that there was a 75 Mitsubishi lancer for sale at a bargain basement price. You again Phoebe. Well you see they don't have historic rallies up there so no one buys the old cars. Being the sales mans delight I bought it! It cost me about the same as it would to fit ROP to Eric the Red (The 1974 Toyota Celica pseudo rally car) and it is logged booked and has an engineer's certificate for all the modifications. So I now have a fleet of cars. Not yet rivaling the Upton-laidlay fleet but enough to be a concern. If any one wants a 1974 Toyota Celica pseudo rally car or a Morris Minor from the 50;s (needs some assembly) let me know! True something has to go. Make me an offer.

Motor Sport bit.

Non competus yetus.

However I did assist on the George Woods introductory trial. Alan Upton and I set up the blue loop on Sat morn and Sat arvo. Things were fine except for the dead Wombat! What is the symbol for dead wombat? Nothing in the C.A.M.S. manual re the tulip for that. Alan suggested that we should shift it off the road! WE!!!! What's this WE stuff! I have a thing in life. I don't do Pooee nappies or dead animals. Especially dead wombats that were about the size of a log and beginning to be a trifle smelly! I suggested that we place a triangle in front of the late Fatso (see A Country Practice) it and mark the instructions! We told Dame Glad and when we went back to put up some more stuff it was gone! Apparently glad had moved it off the road! After we finished I had a pleasant arvo watching the cricket being played on the oval. They had a proper umpire who made decisions and didn't feel the need to go to the third Ump for help. I returned with Mark Laidlay to his house for a sleep before heading home but somehow ended up helping Mark install a roller door in his Shed. Know Known as the Palais De Laidlay. Well once again the Muckanesc fire drill team sprung into action. WE made a job that the experts do in one hour into a five hour epic. Using a tirfor winch and a chain block that was last used to raise the Titanic, we finally raised the door into position. We fitted the brackets and started to lower the door pipe axle thingo. (When one is being all bulch and working on ladders and using drills one must use the correct terminology) on to the brackets. Whoops! The 4-metre door wasn't! Mark re drilled the brackets and we were right. At 3 p.m. I left for home. Mark had emailed me Apparently he had measured down from a particular point instead of up and the door was mounted 300mm too low. DOH! Good clearance for Gogomobile darts but not too good for the caravan that was inside Palais De Laidlay. I believe Mark had fixed it now!

The Mirboo Meander has been run and won with a small field. This must be a big disappointment to the Verschuurs as this event is always good. Could it be the fact that roll cages are now required? I know it stopped me from entering Eric the red (the red Toyota Celica Pseudo rally Car.) I was disappointed with Ron. I wore my Panama hat because Ron usually has his Indigo Jones hat on but he didn't wear it!! (I wonder if Ron ever goes crook? Has anyone ever seen him in a bad mood?)

I won't mention the trip down especially the bit about stopping to help the two young females who were changing flat tyre on a trailer. WOW!!!!!! Or the fact that I left home at 10:30am and arrived in Mirboo at about 4:40pm.

TO BE CONTINUED NEXT MONTH.....

Motor Sport gets a Mention in Parliament

The following speech was noticed in a recent copy of Hansard which is the publication in which everything said in Parliament is recorded.

Mr ENGLISH (Redlands—ALP) (2.58 p.m.):

I would also like to take this opportunity to mention that this government is being tough on hoons because the street is not the appropriate place to drive like drivers that we see in V8 supercars or Indy cars. These are professional racing drivers. The road is not the location to drive at high speeds. If people want to drive fast, then they should get involved in club level motor sport. Go out to Queensland Raceway and drive a sedan, an open-wheel racing car or take part in the drags out at Willowbank. There are many legal and socially acceptable forms to enjoy the experience that I and many other people have felt by driving motor vehicles fast. There are a range of legal options, and I encourage people to take up those options.

It is good to see that at least one member of State Parliament is interested in Club level Motor Sport (we are already very aware of the one in Federal Parliament!).

If any Club Members from the REDlands Electorate happen to see Mr English they should thank him for the interest in our sport. Possibly we should think about inviting him to a club Event. Having a Member of Parliament on side could be an asset to the Club when we are dealing with use of Forestry roads, applying for a Department of Sport Grant, closing roads for a bitumen Special Stage rally, getting cheaper registration for rally cars, etc.

Tony Best

Jet Assisted Take-Off

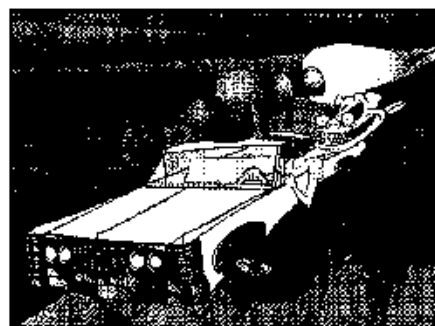
The Arizona Highway Patrol were mystified when they came upon a pile of smoldering wreckage embedded in the side of a cliff rising above the road at the apex of a curve. The metal debris resembled the site of an airplane crash, but it turned out to be the vaporized remains of an automobile. The make of the vehicle was unidentifiable at the scene.

The folks in the lab finally figured out what it was, and pieced together the events that led up to its demise. It seems that a former Air Force sergeant had somehow got hold of a JATO (Jet Assisted Take-Off) unit. JATO units are solid fuel rockets used to give heavy military transport airplanes an extra push for take-off from short airfields. Dried desert lakebeds are the location of choice for breaking the world ground vehicle speed record. The sergeant took the JATO unit into the Arizona desert and found a long, straight stretch of road. He attached the JATO unit to his car, jumped in, accelerated to a high speed, and fired off the rocket. The facts, as best as could be determined, are as follows:

The operator was driving a 1967 Chevy Impala. He ignited the JATO unit approximately 3.9 miles from the crash site. This was established by the location of a prominently scorched and melted strip of asphalt. The vehicle quickly

reached a speed of between 250 and 300 mph and continued at that speed, under full power, for an additional 20-25 seconds. The soon-to-be pilot experienced G-forces usually reserved for dog-fighting F-14 jocks under full afterburners.

The Chevy remained on the straight highway for approximately 2.6 miles (15-20 seconds) before the driver applied the brakes, completely melting them, blowing the tires, and leaving thick rubber marks on the road surface. The vehicle then became airborne for an additional 1.3 miles, impacted the cliff face at a height of 125 feet, and left a blackened crater 3 feet deep in the rock. Most of the driver's remains were not recovered; however, small fragments of bone, teeth, and hair were extracted from the crater, and fingernail and bone shards were removed from a piece of debris believed to be a portion of the steering wheel.



Lobster Vasectomy

A 24-year-old supermarket shoplifter stuffed a pair of live lobsters in his pants and sprinted for the door, but he never had a chance. The violated crustaceans brought the thief to his knees in front of startled cashiers when they fastened their powerful claws around his delicate parts. Doctors were able to remove the animals with pliers. They say the thief will fully recover — except for one small detail. "It was a do-it-yourself vasectomy."

The supermarket manager declined to press charges, saying the culprit has already "gone through enough pain (to) learn his lesson."

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Press Release. April 1, 2003

CAMS Restructure

For too long, prospective Car Club members have been baffled by the profusion of clubs available, often giving up in despair.

Therefore, effective today April 1 2003 the following provisions will apply for new memberships:

Where there is a marque club available for your car (eg, Mini Car Club), you must join that marque club. You may not join a marque club unless you own a car of that marque or intend buying one (documentary evidence is required).

If there is no marque club available, you may join a geographically based club (eg Brisbane Sporting Car Club). You will need to provide evidence of your address.

The only exception to this is if you live more than 40 kilometres from where your marque club normally meets. Joining your local club when there is a marque club, however remote, is only allowable after payment of a \$50 management fee. CAMS however, encourages marque clubs to set up "satellite" clubs, for people living in

regional areas. Establishment of satellite clubs will incur a \$50 management fee, per member.

Only owners of cars that weigh less than 700kg are eligible for membership of Light car clubs. Example clubs include Bathurst Light Car Club and the Light Car Club of Australia.

Where a person owns a vehicle for which there is no specific marque club, and lives in an area not served by a geographical club, or the vehicle is over 700 kg where there is a geographical "Light" car club, CAMS will assign a club upon payment of a \$50 management fee.

There are a number of "special interest" clubs, which will be dealt with individually. Membership of Christian Autosports Club will only be permitted upon production of; baptism or christening certificate, evidence of current Christian Church membership and six months of receipts for tithes. Owners of cars for which there is a marque club, or who live in an area served by a geographical club, may only apply for membership of CACA after payment to CAMS of a \$50 management fee. Special exemptions will be considered where it can be shown that the car is a Christian.

As racing on roads is illegal, all Road Racing Club are to be disbanded immediately.

Owners of cars with non-reciprocating piston engines must join their local Rotary Club. However, owners of Peugeot and Holden cars may only join a Lions Club if there is no local marque or geographic club for them, they are not Christians, (evidence of membership of non-Christian faith required) and they are unwilling to buy another car, upon payment of a \$50 fee.

All existing Car Club members have until 12 months from the implementation of this policy to comply, either by moving house or acquiring an eligible vehicle.

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