

BRISPORT

THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB



September 2003

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Photos courtesy Fred Burge

If undeliverable return to
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P O Box 3529
SOUTH BRISBANE BC QLD 4101



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Presidents' Piece

What a busy time the last month has been. The 2003 Australian Safari was run and won in less than ideal conditions. A few BSCC members ventured down to Bathurst to help out as Set-up crews and Stage officials, but the heavens decided to open up with a little more than just dust-settling rain. The NSW locals told us they had received more rain in the weeks leading up to the event than what had been received over the last three years.

It basically *pissed* down for the first two days of the event, which of course meant some competition cancellations and some rather fancy two-stepping by organisers to keep the crews busy (I believe the party held in Bourke is one which will be remembered for many years to come).

On another note I've heard that Errol and Craig have raced out to purchase winches for their 4WD vehicles after receiving some first-hand experience of serious de-bogging – and I mean REAL SERIOUS!!! But this is another story – stay tuned.

In the meantime, Marc Zande and his merry men conducted the "Glen Alpine Touring Road Event" with great success. It seems the popularity of this style of motor sport is on the increase with both grassroots and experienced racers. To Mark and your team – well done.

And then the Bailey Powerlines Rally was conducted last weekend in the Benarkin forests. From all reports, Del and her team put together some pretty challenging roads – some that caught-out a few competitors (and perhaps even the Zero car). Please explain Mark????

Congratulations to George and Domenic for their 1st outright, and to all the Class winners. A quick check of the QRC and Clubman point scores suggests that the Keema Classic event (to be held at Gallangowan at the end of November) could be real doozy. Definitely mark this one down in the diary.

Many thanks go to Rod Bailey from Bailey Powerlines (how many years now Rod?), to Del and her team for the many long hours of preparation and travelling for this event, and to the

(Continued on Page 8)

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

October 10

BRISPORT MAGAZINE e-mail addresses

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CLUBROOMS:

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

CONTACT DETAILS:

All correspondence, entries, etc for the Club should be addressed to:

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BSCC Board

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Off Road	Rod Sams
Rally	Steve Davies
Magazine Editor	Brad Smith

Calendar

Month	Day	Date	Event	Details
	Wed	17th	Glen Alpine GROUP Qld Challenge	AWARD PRESENTATION EVENING
	Fri	19th	Marque Sporting Car Club	Touring Assembly, K Mart Plaza Canon Hill
	Sat	20th	Speed on Tweed	Murwillumbah
	Sun	21st	Speed on Tweed	Murwillumbah
	Fri	26th	Bailey Powerlines Rally Presentation	BSCC Clubrooms commencing 8.00pm
	Sat	27th	Off Road Long Course	
	Sun	28th		
October				
	Wed	1st	Cronie Night	Clubrooms, film from the 50's to the present.
	Sat	4th	ARC Victoria	Melbourne
	Sun	5th	ARC Victoria	Melbourne
	Wed	8th	Intro to Rally Night 1	Clubrooms 7 to 9.30pm Bookings Essential
	Sat	11th	Railway Hotel Forest Rally	CQMSC - Joy Newman Ph: 49397313
	Sat	11th	Bathurst	Mt Panorama
	Sun	12th	Bathurst	Mt Panorama
	Wed	15th	Intro to Rally Night 2	Clubrooms 7.00pm to 9.30pm Bookings Essential
	Sat	18th	Quick Fit Goondiwindi 400 AORC	Australian Off Road Championship,
	Sun	19th	Quick Fit Goondiwindi 400 AORC	Australian Off Road Championship,
	Sun	19th	Khanacross	GCTMC - Gold Coast Parklands
	Sun	19th	2003 Gold Coast Indy Grand Prix Rally	
	Wed	22nd	Intro to Rally Night 3	Clubrooms 7.00pm to 9.30pm Bookings Essential
	Sat	25th	Central Coast Car Club	Rally
	Sat	25th	Gold Coast Indy	
	Sun	26th	Gold Coast Indy	
	Fri	31st		KCF Entries Close
November				
	Sat	8th	KCF Rallysport Short Course Rally	Jimna Sports Complex
	Sat	8th	Moranbah Off Road	
	Sun	9th	Autocross	IWMAC Willowbank
	Sat	15th	ARC Safari Tasmania	
	Sat	15th	Gympie Off Road (QORC/QORDC)	Kilkivan
	Sun	16th	ARC Safari Tasmania	
	Sun	16th	Gympie Off Road (QORC/QORDC)	Kilkivan
	Sun	16th	Motorkhana	Holden Sporting Car Club - Qld Raceway
	Wed	19th	Classic Adelaide	
	Fri	21st	Night Run	Marque Sports Club, K-mart Canon Hill
	Fri	21st	Keema Classic Rally Entries Close	
	Sat	22nd	Classic Adelaide	
	Sun	23rd	Classic Adelaide	
	Sat	29th	Keema Classic Rally	Gallangowan Sports Oval
	Sun	30th		
December				
	Sun	14th	BSCC End of Year Family Day	
	Sun	14th	Keema Classic Rally & KCF Rallysport Short Course Rally Series Award Presentation	
	Fri	19th	BSCC Office Closes for End of Year Break	
	Thurs	25th	Christmas Day	
	Fri	26th	Boxing Day	
	Wed	31st	New Years Eve	



Panasonic
ideas for life



Glen Alpine GROUP Queensland Challenge

Saturday 6 September 2003

Aggregate Results

Car No.			Agg	OR	Class
101	Van Wegan/Hulst	1968 BMW 2002	526.71	15	1
102	Krieger/Gray	1958 Healy sprite	668.73	23	2
301	Goodfellow/Goodfellow	1972 Lotus Elan			
302	Both/Knowles	1971 Datsun 1600			
303	Dixon/Doyle	1871 Toyota Corolla	418.67	6	1
304	Careless/Slattery	1975 Toyota Celica	717.2	24	6
305	Seung Lee/Thomson	1981 Toyota Corolla	523.05	14	2
306	Spowart/Whitehouse	1981 Alfetta GTV	663.63	22	5
308	Brown/Gordon	1971 Ford Escort			
309	Johnston/Gatton	1972 Datsun 1600	564.49	18	4
310	Miles/Harris	1977 MG B GT	533.64	17	3
311	Greig/TBA	1984 Daihatsu			
401	Gaines/Knowles	1975 Datsun 240K	430.34	7	3
402	Hornibrook/Rayment	1978 Commodore	370.24	2	1
403	Wesener/Skyring	1973 Torana	387.69	3	2
404	Jones/Comerford	1980 Volvo 242 GT	528.8	16	4
501	Rowse/O'Donnell	2000 Mazda MX5	396.99	5	1
502	Keepence/Siu	1992 Mazda MX5	724.75	25	6
503	Steinbeck/Whittaker	1999 Mazda MX5	600.12	21	5
504	Stanton/Stanton	1999 Westfield	587.57	20	4
505	Colvin/Colvin	1999 Honda S2000	444.28	9	2
506	Baker/Baker	1996 Impreza RX			
507	Chadwick/Chadwick	1991 Nissan 180SX	448.48	10	3
508	Northage/Szymanski	1995 Mitsubishi FTO	772.31	27	8
509	Wall/Greenalsh	2002 Clubman	734.09	26	7
510	Ballinger/Dedrie	1983 Toyota Sprinter	980.15	28	9
601	Newell/Koskinen	2000 Subaru WRX	583.23	19	7
602	White/White	1999 Subaru WRX	1038.28	29	8
603	Nicholson/Nicholson	1995 Landcruiser			
604	Kelly/Kelly	1999 Subaru STi	441.46	8	3
605	Stringer/Marc	2002 Subaru STi			
606	Wood/Wood	2002 Nissan 200SX			
607	Jones/Wildemast	2002 Subaru STi	370.22	1	1
608	McCarthy/Young	1995 Nissan 200SX	510.93	13	6
609	Lopez/Steane	1999 Subaru STi	396.82	4	2
610	Hurst/Chapman	1995 Subaru WRX	505.58	12	5
611	Skyring/Carrad	2001 Commodore	454.11	11	4



Glen Alpine GROUP Queensland Challenge

Saturday 6 September 2002

Special Test Results

Car No.			ST1	ST2	ST3	ST4	ST5	ST7	ST7 Pen	Total	OR	Class
101	Van Wegan/Hulst	1968 BMW 2002	55.03	49.20	43.13	43.78	51.57	90.00	5.00	337.71	5	1
102	Krieger/Gray	1958 Healy sprite	65.72	102.74	53.94	54.81	67.52	106.00		450.73	25	2
301	Goodfellow/Goodfellow	1972 Lotus Elan	70.14	DNF								
302	Both/Knowles	1971 Datsun 1600	57.72	55.45	49.44	49.56	61.61	OTL	OTL			
303	Dixon/Doyle	1871 Toyota Corolla	54.62	51.50	46.00	47.28	56.27	92.00	5.00	352.67	11	1
304	Careless/Slattery	1975 Toyota Celica	55.54	54.24	46.84	47.25	58.33	90.00	125.00	477.20	29	6
305	Seung Lee/Thomson	1981 Toyota Corolla	62.38	100.29	50.31	53.34	64.73	96.00		427.05	21	4
306	Spowart/Whitehouse	1981 Alfetta GTV	63.41	58.77	51.40	54.07	67.98	99.00	65.00	459.63	27	5
308	Brown/Gordon	1971 Ford Escort	58.56	DNF								
309	Johnston/Gatton	1972 Datsun 1600	60.63	51.41	46.21	47.15	57.09	92.00		354.49	13	2
310	Miles/Harris	1977 MG B GT	63.07	57.08	50.00	53.94	63.55	101.00		388.64	18	3
311	Greig/TBA	1984 Daihatsu	DNS									
401	Gaines/Knowles	1975 Datsun 240K	54.38	49.64	43.19	45.22	55.91	87.00		335.34	4	2
402	Hornibrook/Rayment	1978 Commodore	54.29	47.58	42.40	44.62	62.35	84.00		335.24	3	1
403	Wesener/Skyring	1973 Torana	57.31	48.60	43.68	44.93	54.17	99.00		347.69	10	3
404	Jones/Comerford	1980 Volvo 242 GT	63.13	57.55	50.19	52.60	62.33	87.00		372.80	17	4
501	Rowse/O'Donnell	2000 Mazda MX5	59.94	54.07	46.32	48.31	58.35	95.00		361.99	15	3
502	Keepence/Siu	1992 Mazda MX5	57.47	52.79	45.22	53.34	63.93	90.00		362.75	16	4
503	Steinbeck/Whittaker	1999 Mazda MX5	61.84	55.58	45.75	49.18	61.77	93.00	105.00	472.12	28	9
504	Stanton/Stanton	1999 Westfield	66.15	58.91	52.31	54.22	60.98	96.00	65.00	453.57	26	8
505	Colvin/Colvin	1999 Honda S2000	62.47	51.35	44.94	47.35	56.17	92.00		354.28	12	2
506	Baker/Baker	1996 Impreza RX	DNS									
507	Chadwick/Chadwick	1991 Nissan 180SX	62.03	48.59	44.09	44.50	55.27	92.00		346.48	8	1
508	Northage/Szymanski	1995 Mitsubishi FTO	59.06	54.69	49.97	48.63	58.96	91.00	70.00	432.31	22	6
509	Wall/Greenalsh	2002 Clubman	57.78	49.48	42.62	43.72	54.49	91.00	100.00	439.09	23	7
510	Ballinger/Dedrie	1983 Toyota Sprinter	61.32	51.44	47.91	46.40	55.08	91.00	55.00	408.15	19	5
601	Newell/Koskinen	2000 Subaru WRX	53.94	46.13	42.85	43.18	51.13	86.00	90.00	413.23	20	7
602	White/White	1999 Subaru WRX	56.09	48.00	44.10	44.22	52.87	89.00	105.00	439.28	24	8
603	Nicholson/Nicholson	1995 Landcruiser	56.25	48.18	45.04	61.50	DNF					
604	Kelly/Kelly	1999 Subaru STi	54.29	47.68	45.09	44.43	55.97	95.00		342.46	6	3
605	Stringer/Marc	2002 Subaru STi	53.21	45.93	42.69	40.63	DNF					
606	Wood/Wood	2002 Nissan 200SX	58.85	49.51	43.12	44.06	DNF	Withdrawn to assist the crew of car 605				
607	Jones/Wildemast	2002 Subaru STi	51.84	44.24	40.93	41.96	47.25	82.00		308.22	1	1
608	McCarthy/Young	1995 Nissan 200SX	61.47	50.43	43.28	43.25	52.50	93.00		343.93	7	4
609	Lopez/Steane	1999 Subaru STi	54.34	46.69	42.35	42.87	51.57	85.00		322.82	2	2
610	Hurst/Chapman	1995 Subaru WRX	56.78	51.57	47.53	46.12	55.58	90.00		347.58	9	5
611	Skyring/Carrad	2001 Commodore	58.59	52.31	47.31	48.37	57.53	96.00		360.11	14	6

Age Prevails in QRC Round 7

Team Release

Round 7 of the Queensland Rally Championship was run in sunny Benarkin 150 kms North West of Brisbane. A field of Queensland state competitors attended with the Queensland Gemini series also running round 4 Of their championship.

BRD were in attendance with Mat V Tuinen in his WRX, Series leader Paul Andrews in the Evo 3, Bruce Fullerton in the WRX, and the list goes on. GSA arrived with a foot in each class, George Shephard in his Evo 6, Steve YORKIE Berry in the Mivec Mirage and Jamie Macfarlane in the Gemini series.

Car 1 on the road was local gun John Spencer, although an overheating problem created a short event for him, much to the crowd's disappointment. While Gemini driver John Padley exited the event in a wild ride including a triple pike off a called corner "left on crest", now to be a "caution left on crest".

Mat V Tuinen had a terrible weekend with the lead up to the event, John Eddie team crew chief and BRD owner having to spend late nights putting a new engine together as on a drive day the weekend before the rally, their new engine let go. This was not good as it was a new one built after the failure from NSW ARC. During the event Matty Van T had many a stage on the side of the road with Gearbox problems and flat tyres.

At the end of the first stage series leader Paul Andrews had to exit early with a radiator problem. And Bruce Fullerton was still having a few

teething problems with his new Subaru WRX but starting to set the times of old that saw Bruce win the Championship a few years back.

George Shephard was to finish First Outright with a hassle free run in his GSA prepared Evolution 6 Lancer winning all but two stages and finishing 3 minutes ahead of 2nd. "We had a great run, this was the roughest QRC event I have ever done and I ran Steve's 2nd hand tyres from the ARC and they were great, not one puncture"

At the end of the event the organizers had to cancel the last stage, as zero car Mark Neary rolled on the same corner that the Padley boys did earlier in the day. But at 11pm going into the last stage the competitors were not upset with the decision.

Jamie Macfarlane & Debbie Dillon had a great event together Jamie has been missing from the sport for the last 4 years after a major accident when he decided to play chicken with a large tree at Gallengowan. Jamie and Peter finished 1st in Gemini, there best result to date, The Current leader of the Gemini series is Trent Dutton and John McCarthy in The Agree Air Gemini built by GSA.

Steve Berry in the Mivec Mirage was thrilled to achieve 3rd Outright. 'The car was awesome all day and never missed a beat; we hit a large rock and put a hole through the wheel. Peter sat with me for the first time this weekend and he was on the pace throughout the event.'

The peaceful surrounds of Pittsworth were once again shattered by the running of the Pittsworth Sprint over the weekend of the 6th and 7th of September 2003. This year was the sixth running of the popular event that continues to receive good support from both the people of Pittsworth and competitors.



This year one hundred and twenty one entries were received for the event. With seventeen classes to choose from there was a class for every type of vehicle from a humble Mini to a twin turbo XJS Jaguar. While there were many quick small cars sporting various engine configurations it was the display of the big V*s which proved popular with the crowd. The boys from the bush know how to build a V8.

Friday night's action included scrutineering of available vehicles in the main street of town. There was also a display of big rigs with some twenty trucks lined up. There is a lot of spit and polish that goes into keeping them shiny.

A feature of this year's event was a number of displays put on by Brett Stevens in his Jack Daniels Studebaker. Brett is the second fastest "Tin Top" driver in the world in his drag car. In fact of the top ten fastest drivers in the world eight come from Australia. Brett's performances proved to be a big crowd pleaser. That was not all that was big – the noise from the engine (somewhere over 2000hp) was deafening, and the cloud of smoke from the burning rubber completely enveloped the car. Brett also had a great display of drag bikes and the biggest car carrier I have seen



There was a Brisbane Sporting Car Club connection to the event this year with the competitors competing in the Glen Alpine Group Queensland Challenge having a run around the course as one of their tests on the day. From all accounts everyone was happy with the opportunity to run. (See pics elsewhere in the mag.)

Also of interest on Sunday was lap of the track by a 1938 Ford Speedway car that had been sitting upside down in a paddock for many years (and looked it). The flathead V8 engine had been coached back into life allowing for a demonstration run.



Over the weekend each competitor had eight runs of the course. To say the least there was some very "enthusiastic" performances during the heats which was well received by the many spectators which were present each day. The fastest time of the weekend went to Adam Ubergang in his 1983 Mazda RX7 from Derek Pringle in his 1995 Nissan Gtr - V spec coupe. This was a reverse of last year's results. There was only 4/10ths of a second separating the top three cars. The event ran very well with a few minor mishaps that hurt the pride more than the cars.

"and you thought the new rollbar rules are complex"



Once again the event had great support from the people of Pittsworth and the local council. In return a number of service clubs and the Pittsworth Hospital benefited from the money produced by the event.

The Pittsworth Mayor Ros Scotney, who was an enthusiastic passenger for a demonstration run around the track, was also on hand to present the many awards to the outright and class winners.

FLASH BACK

January, 1957

MOTOR SPORT IN QUEENSLAND

Page One

Motor Sport in Queensland

Queensland's Only Motor
Sporting Magazine

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CONTRIBUTIONS
The Editor cordially invites
interesting articles and
photographs from Readers
relating to Motor Sport.

CORRESPONDENCE
All letters for publication
must bear the actual name
and address of the sender.
The use of a pen-name is
permissible where the writer
has good reasons for wish-
ing to remain anonymous.

EDITORIAL

TRIALS ARE EXPENSIVE

This trials business is becoming quite an expensive business. As the fairy tales start, so with the trials. "Once upon a time" a trial was an event where one could enter for a small fee, take a navigator and maybe one's friends, and set off on a motoring jaunt, with the feeling that it's good to be competing in an event, where one can have a lot of fun, win or lose, and when finished look forward to the next trial.

But also like most tales, the villain has now entered. The scene has changed. Trials are no longer an inexpensive motoring jaunt, no sir; the cost of trial licences has increased 100% for the driver, the navigator and also the entrant, and according to some interpretations, it looks as if everyone in the car may have to hold a licence, and if you are not a member of a club, then it's going to cost you double.

Add your third party insurance extra premium, plus your extra comprehensive cost (if you are lucky enough to obtain extra coverage), plus the fact that petrol looks like taking another leap, and you see, you have quite an outlay to enjoy your trial.

Should you wish to enter a protest, that will cost you money. Should the decision go against you and you wish to appeal, that also will set you back another couple. Where does it all end?

The end is clear to see . . . and it won't be that they all lived happy ever after. For sure, it will be curtains for all but the wealthy few who can afford such a luxury.

The set-up seems all wrong. Instead of encouraging folk to enter into this grand sport, actions such as are being taken now by the administrators of the game cannot but fail to keep intending competitors out.

If the sport is costing so much to administer, then it's about time the pruning shears were brought out, and action taken to see where administration costs can be cut, but it cannot and must not be passed on to the clubs and competitors all the time.

(Continued on next page)

EDITORIAL . . . (Cont'd from Page 1)

Whilst on the subject of trials, isn't it about time that C.A.M.S. got down to business and smartly formulated a set of rules for the running of reliability trials?

Trying to run trials on the race rules principle has proved quite inadequate and incompetent, but the drawing up of trial rules seems to be continually shelved by the controlling body.

If they cannot draw up the necessary regulations, then let's get back to the good old days when the clubs ran their own trials, and ran them well, and kept everybody happy, which is far from the case now that this type of event is under C.A.M.S. rulings.

Some things never change!!

If it was not for the fact that it talks about 'trials' instead of 'rallies', the article printed above could easily been written last week.

In actual fact it came from the January 1957 edition of the magazine 'Motor Sport in Queensland'. In the 1950s and 1960s what we now know as rallies were referred to as trials, the most well-known being the Redex Round-Australia Trials. The events still required a driver, navigator, route instructions, and timing between Controls, but had a lot more map-reading navigation with rougher roads and muddy creek crossings, etc. They were more a test of reliability than outright speed. (Incidentally they still run trials in Victoria). The magazine 'Motor Sport in Queensland' was first published in 1953 but I do not think it survived the 1950s. The editor was Fred Foster. It is a pity that we do not have a similar publication these days, but Brisport is a good substitute.

Classified Ads

Ford Escort mark2 rally car

2litre twin 44 downdraft webbers, english RS exhaust manifold, modified suspension (spare ford bilstein struts and 2 brand new lower control arms), Mazda 5 speed g/box, Hydraulic handbrake, assorted spare mags, ~~aluminium fuel tank and sump guard.~~

Teraphone intercom, 303 terra trip reboxed, RPM seat and belts (seats just reupholstered), cams log book and the list goes on and on... Asking \$5500.00 ono PH: 07-54412117 or A/H 07-54415307

Used tyres: yokohamas; bridgestones silverstones; all 195/65R15 various \$30-50. Replies/ enquiries to Ralph French ralph@drteeth.net 0419 740 980 please call after 7pm.

For sale - 1/ Pair of Oscars near new plus assorted parts 2/ Two Toyota 2TG twin cam heads . Make an offer to Larry Stinson on 0412458075

Wanted Datsun 1600 roll cage, race seats, harnesses & any other parts. Contact Jeff Oldham jeff@demac.com.au 0407 763 976

Wanted 6 x 14" 4 stud pattern Mazda Wheels Ring Rob on 3862 7363

1800 Gemini Engine.

New pistons. Bored to suit. Acid dipped. Big valve high compression head. 5-speed gear box. \$500 for both.

Contact Nathan on 0410 730 195 or 3812 2115 (w).



For Sale tg 1984 gemini balanced motor 3 rallies old tx head competition cam triple core radiator bilstein suspension king springs fire shield momo seats momo harnesses terratrip meter terra phones checker plate floor pans momo steering wheel 8 point roll cage roof vents alloy bash plate strengthened control arms body fully seam welded verry tidy car cost over 15000 to build. \$6000 phone 0755369649 0402237057.

Wanted - '69-'73 Toyota Celica bits and pieces. Willing to look at anything you have. Phone Larry Stinson on 0412458075

AE86 Toyota Sprinter 1983.

Excellent condition. Levin Spec i.e 4AGE 16Valve motor, Levin gearbox, 4.3:1 LSD disc brake rear axle assembly. Lowered with Koni shocks. Two sets of alloy wheels 13 and 14" Momo's. Momo steering wheel. Air cond. Rego to Feb 05. Roadworthy. Value at \$8500. Contact Rod Browning - 3325 3905 or 0419 787 644

USED RALLY TYRES - 14" in various states of wear. Many to choose from-make an offer! Contact Margot Knowles 0418 157 233 or Simon Knowles on 0418 875 171

INTERIOR TRIM including seats from Suzuki Baleno Hatch in VGC never used! Contact Margot Knowles 0418 157 233 or Simon Knowles on 0418 875 171 1990/91

Mitsubishi GTO Black, auto, new tyres, new brakes, reconditioned Gearbox, new radiator, approx 100,000 kilometres. Unregistered \$17,000 ONO Ph: Laurie 0412 313 204

Glen Alpine Presentation

Photos by Rod Sams





BPC BAILEY POWERLINES RALLY

Round 7 Hella Lights Queensland Rally Championship - 13 September 2003



Unofficial Results By Stage - Sorted by Order of Merit

Pos	Car Out No	Entrant	Driver/Co-Driver	Vehicle	Grp	SS1	SS2	SS3	SS4	SS5	SS6	SS7	SS8	Tot Pen	TOTAL									
						Cl	Opussum 1	Wallaby 1	Jessie 1	Binga 1	Opussum 2	Wallaby 2	Jessie 2			Binga 2								
1	4	G. Shephard	George Shephard, Domic Corkeron	2000 Mitsubishi Evo 6	P5	5:29	0:00	18:38	0:00	10:25	0:00	17:23	0:00	6:07	0:00	20:17	0:05	12:08	0:00	0:00	0:00	0:05	1:30:32	
2	5	B Fullerton	Bruce Fullerton, Hugh Reardon-Smith	2000 Subaru	P5	5:35	0:00	18:47	0:00	10:38	0:00	17:30	0:00	6:37	0:00	20:58	0:00	13:24	0:00	0:00	0:00	0:00	0:00	1:33:29
3	11	S Berry	Stephen Berry, Peter Stringfellow	1996 Mits Mirage Cyborg RS	P2	5:55	0:00	20:14	0:00	12:03	0:00	18:41	0:00	6:31	0:00	21:47	0:00	13:14	0:00	0:00	0:00	0:00	0:00	1:38:25
4	15	M Griffith	Mark Griffith, Tom Smith	1983 Toyota Sprinter Levin	P3	6:08	0:00	20:14	0:00	11:45	0:00	18:30	0:00	6:51	0:00	23:58	0:00	13:18	0:00	0:00	0:00	0:00	0:00	1:40:44
5	13	B Falloon	Brian Falloon, Ben van Wegan	Triumph 2500 PI Mk 1	P4	6:23	0:00	21:04	0:00	12:23	0:00	19:28	0:00	6:58	0:00	22:39	0:00	13:56	0:00	0:00	0:00	0:00	0:00	1:42:51
6	23	L Mahoney	Liam Mahoney, Sharon Swan	1981 Ford Laser	P2	6:29	0:00	21:47	0:00	12:04	0:00	18:39	0:00	7:12	0:00	24:05	0:00	12:44	0:00	0:00	0:00	0:00	0:00	1:43:00
7	24	V Gees	Viv Gees, Brad Wedlock	1972 Ford Falcon Tudor	P4	6:17	0:00	21:10	0:00	12:13	0:00	20:01	0:00	7:09	0:00	23:33	0:00	13:45	0:00	0:00	0:00	0:00	0:00	1:44:08
8	26	S Knowles	Simon Knowles, Margot Knowles	1996 Suzuki Baleno	P3	6:28	0:00	21:02	0:00	12:24	0:00	19:51	0:00	7:14	0:00	23:50	0:00	13:43	0:00	0:00	0:00	0:00	0:00	1:44:32
9	17	S Campbell	Simon Campbell, Andrew Lenton	1972 Datsun 1600	P3	6:12	0:00	20:26	0:00	11:58	0:00	18:59	0:00	7:03	0:00	27:47	0:15	13:24	0:00	0:00	0:00	0:00	0:15	1:46:04
10	25	R. Cox	Ross Cox, Jonathan Cox	1979 Holden Gemini TD	P2	6:38	0:00	21:43	0:00	12:51	0:00	19:37	0:00	7:31	0:00	23:40	0:20	14:12	0:00	0:00	0:00	0:00	0:20	1:46:32
11	29	A Gee	Andrew Gee, Tony Arbon	1988 Lada Samara	P2	6:21	0:00	22:32	0:00	12:53	0:00	20:12	0:00	7:03	0:00	24:14	0:00	14:15	0:00	0:00	0:00	0:00	0:00	1:47:30
12	10	R French	Ralph French, Karl Wilson	1996 Subaru	N4	6:00	0:00	19:50	0:00	11:19	0:00	31:58	0:10	6:41	0:00	22:54	0:00	13:27	0:00	0:00	0:00	0:00	0:10	1:52:19
13	2	M van Tuinen	Matt van Tuinen, Ryan Parker	1999 Subaru Sti	P5	5:50	0:00	19:07	0:00	13:39	0:00	17:19	0:00	11:25	0:00	36:24	0:00	11:45	0:00	0:00	0:00	0:00	0:00	1:55:29
14	9	I Ogilvie	Ian Ogilvie, Tony Best	1973 Datsun 1200 coupe	P1	5:49	0:00	46:39	1:45	12:19	0:00	19:36	0:00	6:23	0:00	28:14	0:00	12:56	0:00	0:00	0:00	0:00	1:45	2:13:41





BPC BAILEY POWERLINES RALLY

Round 7 Hella Lights Queensland Rally Championship - 13 September 2003

Unofficial Results By Car Number



Car No	Pos Out	Driver/Co-Driver	Vehicle	Grp Cls	Event		QRC Reg.		Clubman Reg.		Gem Clas Reg.		Withdrawal Reason	SS1	SS2	SS3	SS4	Pen	Club/	SS5	SS6	SS7	SS8	Pen	TOTAL
					Q	C	D	CD	D	CD	D	CD		Opussum 1	Wallaby 1	Jessie 1	Binga 1	1 - 4	Sub Total	Opussum 2	Wallaby 2	Jessie 2	Binga 2	5 - 8	
1	9	John Spencer, Alan Stean	1971 Datsun H510 SSS	P3	x						x	Head Gasket	5:45	18:59											
2	34	Matt van Tuinen, Ryan Parker	1999 Subaru Sti	P5	x		x	x					5:50	19:07	13:39	17:19	0:00	0:55:55	11:25	36:24	11:45	0:00	0:00	1:55:29	
3	2	Paul Andrews, Ashley Bolt	1993 Mitsubishi Lancer	N4	x		x	x				Loosing Water													
4	22	George Shephard, Domonic Corkeron	2000 Mitsubishi Evo 6	P5	x		x	x					5:29	18:38	10:25	17:23	0:00	0:51:55	6:07	20:17	12:08	0:00	0:05	1:30:32	
5	23	Bruce Fullerton, Hugh Reardon-Smith	2000 Subaru	P5	x		x	x					5:35	18:47	10:38	17:30	0:00	0:52:30	6:37	20:58	13:24	0:00	0:00	1:33:29	
6	3	Dave Gaines, Nikki Doyle	1975 Datsun 240 K GT	P4	x		x	x			x	ON His side	6:00												
7	4	Peter Menzies, Brad Hurford	1982 Holden Gemini	P2		x						DNS													
8	5	Paul Bergmann, David Ovenden	1978 Ford Escort	P3		x			x	x			5:50	19:43	11:20	17:30	0:00	0:54:23							
9	35	Ian Ogilvie, Tony Best	1973 Datsun 1200 coupe	P1	x		x	x			x		5:49	46:39	12:19	19:36	1:45	1:26:08	6:23	28:14	12:56	0:00	0:00	2:13:41	
10	33	Ralph French, Karl Wilson	1996 Subaru	N4	x		x	x					6:00	19:50	11:19	31:58	0:10	1:09:17	6:41	22:54	13:27	0:00	0:00	1:52:19	
11	24	Stephen Berry, Peter Stringfellow	1996 Mits Mirage Cyborg RS	P2	x	x	x		x				5:55	20:14	12:03	18:41	0:00	0:56:53	6:31	21:47	13:14	0:00	0:00	1:38:25	
12	6	Craig Mole, Craig Smith	1984 Holden Commodore	P4	x	x	x		x		x	Exclusion	5:57	19:58	11:17	18:20	0:00	0:55:32							
13	26	Brian Falloon, Ben van Wegan	Triumph 2500 PI Mk 1	P4	x		x	x			x		6:23	21:04	12:23	19:28	0:00	0:59:18	6:58	22:39	13:56	0:00	0:00	1:42:51	
14	7	Glen Mitchell, Craig Hundle	1979 Ford Escort	P3		x			x				6:20	20:33	12:18	19:13	0:00	0:58:24							
15	25	Mark Griffith, Tom Smith	1983 Toyota Sprinter Levin	P3	x		x				x		6:08	20:14	11:45	18:30	0:00	0:56:37	6:51	23:58	13:18	0:00	0:00	1:40:44	
16	8	Shane Turner, Adam Turner	1974 Datsun 240 K	P4		x			x	x			6:04	20:11	11:51	19:01	0:00	0:57:07							
17	30	Simon Campbell, Andrew Lenton	1972 Datsun 1600	P3	x								6:12	20:26	11:58	18:59	0:00	0:57:35	7:03	27:47	13:24	0:00	0:15	1:46:04	
18	10	Trent Dutton, John McCarthy	Holden Gemini	P2		x			x	x			12:35	21:25	12:00	22:19	0:00	1:08:19							
19	1	Rob Dixon, Melinda Both	1971 Toyota Corolla	P1		x			x	x			6:27	29:39	12:07	19:01	0:00	1:07:14							
20	12	John Padley, Wayne Daniels	Holden Gemini	P2		x			x	x	x	DNF													
21	13	Gary Stacey, Tony Blackshaw	1980 Datsun	P2		x			x	x			19:10	26:57	12:05	34:08	0:30	1:32:50							
22	21	Jamie Macfarlane, Debbie Dillon	1979 Holden Gemini	P2		x			x	x	x		6:27	22:50	12:42	19:41	0:00	1:01:40							
23	27	Liam Mahoney, Sharon Swan	1981 Ford Laser	P2	x						x		6:29	21:47	12:04	18:39	0:00	0:58:59	7:12	24:05	12:44	0:00	0:00	1:43:00	
24	28	Viv Gees, Brad Wedlock	1972 Ford Falcon Tudor	P4	x		x	x			x		6:17	21:10	12:13	20:01	0:00	0:59:41	7:09	23:33	13:45	0:00	0:00	1:44:08	
25	31	Ross Cox, Jonathan Cox	1979 Holden Gemini TD	P2	x		x	x			x		6:38	21:43	12:51	19:37	0:00	1:00:49	7:31	23:40	14:12	0:00	0:20	1:46:32	
26	29	Simon Knowles, Margot Knowles	1996 Suzuki Baleno	P3	x	x	x	x	x	x			6:28	21:02	12:24	19:51	0:00	0:59:45	7:14	23:50	13:43	0:00	0:00	1:44:32	
27	17	Neil Moxey, Peter Gerathy	1978 Ford Cortina	P4		x							6:44	21:40	12:42	20:09	0:00	1:01:15							
28	18	Kingsley Smith, Jody New	1989 Lada Samara	P1		x			x	x			6:45	25:53	12:58	21:03	0:00	1:06:39							
29	32	Andrew Gee, Tony Arbon	1988 Lada Samara	P2	x	x	x		x				6:21	22:32	12:53	20:12	0:00	1:01:58	7:03	24:14	14:15	0:00	0:00	1:47:30	
30	14	Wes Depper, Peter Clydesdale	1972 Datsun 1600	P3		x							6:43	26:30	13:21	20:04	1:10	1:07:48							
31	20	Michael Quinn, David Quinn	1972 Datsun	P3		x																			
32	19	Nathaniel Dillon, Graeme Offer	1976 Holden Gemini	P2		x			x	x	x		7:33	24:16	14:16	22:54	0:55	1:09:54							
33	16	Craig Newell, Linda Newell	1980 Holden Gemini	P2		x				x	x	Left Front Suspen	6:49	22:48											
34	15	Mark Joyce, Gavin Wieland	1980 Holden Gemini	P2		x						Mechanical	8:16	25:14	14:39	25:21	0:00	1:13:30							
35	11	Max Irvine-Brown, Tom Irvine-Brown	1976 Ford Escort RS 2000	P3		x			x	x			7:04	23:26	12:57	20:55	0:05	1:04:27							





An Introduction to Rally

Motor Sport Training Program

Brisbane Sporting Car Club is pleased to announce a series of Wednesday night training sessions to introduce new members and friends to rally. Everything you ever wanted to know but were afraid to ask.

This program is designed for entry level competitors who are about to start competing or who are wishing to compete/ participate in the sport! However maybe you've been competing for a couple of years and feel that there's lots more you could learn. These nights are an ideal opportunity to brush up on your car preparation skills, learn some co-driving tips or simply understand what our officials do.

This program will run over three weeks with a theme/topic for each evening.

1st night

- Rally ! What is it Different types etc
- Car Clubs and the benefits
- CAMS Who/Why
- Rules & regulations
- Licenses/Log books/Classes
- Supp Regs
- Documentation

2nd night

- Car Preparation
- Choice of vehicles
- Competing in the Gemini Series

3rd night

- Different roles in rally
- Driver
- Co-driver
- Officials

A number of guest speakers will cover these topics – including Iain Stewart, Errol Bailey, Stewart Reid, and George Shephard. These club members have been competing/organising at a National Level for many years – however their beginnings were the same as yours. They are now able to offer a wealth of knowledge that will help get you on the right track with a rally career.

DATES: Wednesday 8th, 15th & 22nd October 2003

Format: special start time of 7.00pm - finish at 9.30pm followed by supper & drinks

Gold coin donation to cover supper. Drinks at Club Prices.

Booking are essential : Contact Sheridan at Brisbane Sporting Car Club on 3846 0233