

BRISPORT

THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB



October 2003

Phone: (07) 3846 0233

Fax: (07) 3846 0244

www.bscc.asn.au

Index

Presidents Piece	2
Club Calendar	3
ROM - Slip Slidin' Away	4
Queensland Challenge Report	5
Full-on Rallysport	6
Rising Fees and Charges	6
NGK Rally Melbourne	7
Flashback	12
Classified Ads	13
Goondiwindi Quick-Fit Tyres Results	15-16



If undeliverable return to
Brisbane Sporting Car Club
P O Box 3529
SOUTH BRISBANE BC QLD 4101



Print Post Approved

POSTAGE
PAID
AUSTRALIA

SURFACE MAIL

Presidents' Piece

The last two Wednesday nights have seen the Clubhouse extremely full. No one – not even Sheridan or Margot, could have guessed how successful the Rally Training nights would end up, but an audience of 36 for the first session and over 40 participants for the 2nd session are an outstanding achievement. And there is still one more night to go! My congratulations must go to all the speakers who have willingly given up time to pass on their knowledge of all things rallying.

Last weekend saw the BSCC join forces with the Goondiwindi Off-Road Club and, under the expert guidance of Rod Sams, conduct a very slick, professional and challenging Quick-Fit Tyres 400. Off-Roading may seem somewhat more relaxed than rallying but it doesn't mean there is any less commitment from the competitors. Much of the machinery on the day was quite impressive, but the entertainment value of watching these guys and gals guiding their vehicles around the track was second to none (See results in separate article). A reminder that the next BSCC event, Round 3 of the KCF Short Course Series, will be run in the Jimna area on 8 November. If you're not

competing then get your bums out in the forest – I'm sure Mark Neary and his team will appreciate your assistance. Craig Porter has the 2003 Keema Classic Rally preparation well under way and entries will open soon. This is the last QRC/Clubman event of the year and, as always, promises to be real *humdinger*. Ask Sheridan at the office for Supp Regs or keep an eye on the BSCC Website for details. Assistance with officials will be sought, so make sure you volunteer early.

The Club will complete its 50th Year's festivities with a Family Fun Day complete with a multitude of events to challenge and entertain all involved. The date for this *grand finale* will be Sunday 14 December, so mark it down in your diaries now so not to miss out. More details to follow next month. My last comment this month is a reminder to all Officials to follow-up and complete all licence applications and upgrades as soon as possible. That time has finally arrived! From the 1st January 2004, all event officials either must have registered for training, or already be accredited.

See ya'all in the forest,
Brian Everitt
Club President

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

BRISPORT MAGAZINE **e-mail addresses**

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

CLUBROOMS:

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

CONTACT DETAILS:

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

BSCC Board

<u>Title</u>	<u>Name</u>
Patron	The Rt Hon Lord Mayor Councillor Tim Quinn
President	Brian Everitt
Vice President	Margot Knowles
Immediate Past President	Craig Porter
Secretary	Steve Davies
Treasurer	Gary Mackay
Assistant Treasurer	Position Vacant
Club Captain	Del Garbett
Board Members:	Errol Bailey; Andrew Owen; Stephen Davies; Mark Neary; Tony Kabel; George Shephard; Fred van Tuinen; Angela Fackrell
Administration Officer	Sheridan Hetherman
CAMS Delegate	Patrick Hetherman
Registrar	Jamie Macfarlane
Auditor	Peter Quinn
Refreshments Officer	Andrew Owen
Property Officer	Craig Porter
Sporting Sub Committees:	
Historic	Andrew Owen
Off Road	Rod Sams
Rally	Steve Davies
Magazine Editor	Brad Smith

Calendar

October

Sun 26th Motorkhana
Wed 29th
Fri 31st

Mt Cotton

KCF Entries Close

November

Sat 1st Multi Club Off Road Short Course
Sun 2nd
Wed 5th
Sat 8th KCF Rallysport Short Course Rally
Sat 8th Multi club Off Road
Sun 9th Autocross
Wed 12th
Fri 14th Noosa Hillclimb
Sat 15th ARC Safari Tasmania
Sat 15th Noosa Hillclimb
Sun 16th ARC Safari Tasmania
Sun 16th Noosa Hillclimb
Sun 16th Motorkhana
Wed 19th Classic Adelaide
Fri 21st Night Run
Fri 21st Keema Classic Rally Entries Close
Sat 22nd Classic Adelaide
Sun 23rd Classic Adelaide
Wed 26th
Sat 29th Keema Classic Rally
Sun 30th

Moranbah Off Road Club Track

Jimna Sports Complex
Moranbah Off Road Club Track
IWMAC Willowbank

Gyndier Drive, Noosa

Gyndier Drive, Noosa

Gyndier Drive, Noosa
Queensland Raceway

K-mart Canon Hill

Gallangowan Sports Oval

December

Wed 3rd
Sat 6th
Sun 7th
Wed 10th
Sat 13th
Sun 14th
Sun 14th

Wed 17th
Fri 19th
Sat 20th
Sun 21st
Thurs 25th
Fri 26th
Wed 31st

BSCC End of Year Family Day

Keema Classic Rally & KCF Rallysport Short Course Rally Series Award Presentation
Samford Show Grounds
Samford Show Grounds

BSCC Office Closes for End of Year Break

Christmas Day

Boxing Day

New Years Eve

Slip Slidin' Away

The NGK Rally of Melbourne with Matt van Tuinen

Oh, what a feeling...hang on, I don't have that contract with TTR yet so I can't use that line. What a feeling! No, that's "Flashdance". Hmm... Feelin' groovy? Definitely not the right time for Simon & Garfunkel, (is there ever a right time?) Sorry.

Let's just say that it felt good to finish the NGK Rally of Melbourne after failing to finish the last three ARC rounds we'd entered. In fact, it was the first time I had completed more than three stages in an ARC round since Rally SA in July 2002. A succession of driver, engine and gearbox failures – in no particular order – had combined to make the last 12 months on the national stage an unmitigated disaster. For goodness sake, despite competing in four ARC events in the Subaru, my ARC seeding was still based on events I'd done in my Suzuki Swift two years ago. You need to complete six stages in an event for it to count towards your seeding, and I hadn't finished six stages in the last three events put together.

This event promised to be different. Our preparation was rushed but thorough, having had multiple problems at the Bailey Powerlines rally at Benarkin. The crew at Bryce Racing made some modifications to the selector mechanism in the Modena gearbox to cure the jamming problem we suffered at Bailey's. The suspension problem that plagued me at that event was fixed with two new inserts in the front struts. With just a two-week turnaround between Bailey Powerlines and Melbourne the guys at Bryce Racing had much to do with very little time to do it. A brief shakedown at Pat Kennedy's revealed that the car was as good as we could get it; we loaded up the truck and set off to the most competitive ARC round on the calendar.

I say the most competitive ARC on the calendar because this rally is home territory to many fast crews. Obviously Evans, Pedder and Crocker call this event home and would set the pace. But there are a number of younger drivers, my competitors, who run lighter and more powerful cars than my own and know these stages very well. Drivers like Will Orders, Andrew Pannam and Benni Tirant would be hard to beat. In fact, Benni Tirant lives in the area of the rally and commutes on the stages most days. Jack Monkhouse has been very fast this year but even he would find the locals too fast to catch.

A corporate day at the de Bortoli winery filled the Wednesday before the event, providing an opportunity to thank one of our sponsors Vertel. I took representatives from Vertel and their customers for a run around a one-kilometre course and, judging by the smiles on their faces, they certainly enjoyed the experience. It also served as a test day for me to get

used to the car again and was very worthwhile.

Reconnaissance at Rally of Melbourne is usually interesting and this year was no exception. It was a mixture of fog and snow on some stages and simply wet and greasy roads elsewhere. There was no doubt the roads would be fast however, with an emphasis on maximum engine power.

Heat One

Our aim for the weekend was simply to finish; after the run of DNF's we'd had there was no other option. We also knew that the locals would be on a mission. So we took a cautious approach to the first few stages. Despite the sunny weather the early stages were quite greasy and slippery after rain in the lead-up to the event. Not to mention the fact that the first stage of the rally, "Kalatha", was the stage where I'd had all my problems the previous year. We carefully skirted the site where I'd been bogged 12 months ago and set a reasonable time.

After those first two stages we were ready for the real challenge. "Ben Cairn" and "Acheron Way" have to be some of the most exciting pieces of rally road in the country and I was looking forward to them having never run them at speed. Despite the presence of snow on the side of the road on "Ben Cairn" the amount of grip from the road surface was enormous. These stages have a flow that I've seldom encountered elsewhere with medium and fast corners leading into each other, and usually a helpful camber to the road. Of course, if you get it wrong the results can leave a sizeable dent in both cars and crews as Mark Thompson and Benni Tirant discovered on "Acheron Way". Tirant had an encounter with a large rock that destroyed the left front of his Subaru, while Thompson rolled heavily on the stage in Chris Atkinson's old EVO V. Surely that car has seen enough panel damage? He managed to make it to the start of the next stage but was taken off in a neck brace as we arrived.

The excitement of the next stage, "Plantation" was simply its speed. It was a flat-out sprint punctuated by hairpin bends. It had the odd tricky corner as Steven Shephard found out by diving headfirst over a bank on a right-left combination. And I'm still not quite sure what Dominic Corkeron was doing climbing out of there towards me but I very nearly ran him over as he tripped and landed on the apex. "Lucky" I'd left a bit of room.

All that was left for Heat 1 was a repeat of those three stages. With a change of tyres and with confidence building we had a great run through them matching the times set by Jack Monkhouse and beating Brett Comber's EVO 7. We ended up 16th, in front of some more-fancied crews like Emma Gilmour and Paul Bray.

An interesting insight into the extra development put in to the top Group N runners arose from a comment heard over the radio. The Pedders team was sharing our radio system and Mark Pedder was having trouble with his EVO. He called his service crew and complained, "The car is cutting out on some corners and it's only making 1.2 Bar of boost!" It was obviously a big problem for them but I found it interesting because my Subaru normally makes 1.2 Bar of boost when working perfectly! Amazing what you can do with Elf fuel at \$7.50 per litre.

Queensland Challenge Event Review

By Peter Garbett

The Honourable The Minister for State Development Mr Tom Barton MLA carried out the duties of official starter at the Brisbane Sporting Car Club's inaugural Queensland Challenge. On Saturday 6 September, Willowbank Park welcomed thirty-five starters in a mix of machinery usually only seen at a car show. The popularity of these touring road events is growing at a great rate and that was evident at the event, which was supported by the Glen Alpine GROUP, when a number of forest rally competitors joined those more experienced with the format of map reading sections interspersed with drivers' special tests. Indeed the pairing of two drivers in Dave Gaines/Simon Knowles proved a capable one taking the familiar 240K to seventh overall at day's end.

Clerk-of-Course, Marc Austin-Zande compiled an event that encompassed a lap of the Pittsworth Sprints, several map reading sections, a map trace, driver tests at Sandy Creek Kart Facility, Morgan Park Raceway and Dragway. In the minds of most, Austin-Zande reserved the best for last, presenting a spectacular fast road stage at the University of Queensland's Gatton campus.

The only incident on the day was a significant one involving Mark Stringer's 02 model WRX STi. Co-driver Brenden Marc sustained minor injuries.

Mick Jones and Harald Wildemast drove their STi to a convincing and deserved win over the early model Commodore of Craig Hornibrook and Brant Rayment. Glen Wesener and experienced co-driver Larisa Skyring piloted the 1973 Torana to third. Interestingly, event sponsor, Ignacio Lopez enlisted the services of veteran Alan Stean to co-drive his 99 STi into fourth outright. Further, Lopez has signalled his intention to extend Glen Alpine GROUP's sponsorship arrangement for 2004 and beyond, due to his high level of satisfaction with the efforts of Austin-Zande and his dedicated BSCC team from both a competitor's point of view and that of a sponsor.

As a consequence of his officiating and subsequent "hot lap" at the Willowbank Autocross Facility, The Honourable Mr Barton, who is a known motor sport enthusiast, has indicated his desire to involve himself and his son in activities of the Brisbane Sporting Car Club.



Full-On Rallysport Back in the Groove

Hugh Reardon-Smith

The partnership between Bruce Fullerton and Hugh Reardon-Smith is now in its 5th year, and after a lean couple of seasons, the Full-On Rallysport team is once again becoming fully competitive. The 5th round of the Queensland Rally Championship was held on September 13 at Benarkin in the rugged Blackbutt ranges, which have a tradition for being hard on cars and crews.

Seeded at car 5, the Pioneer Seeds sponsored WRX was immediately on the pace setting 2nd fastest time on 3 of the first 4 stages, entering the division break just 32 seconds behind the leaders, George Shephard/Dominic Corkeron. The 2000 bug-eyed model WRX has been under development by Bruce with the car's driveability now much improved and Full-On Rallysport's traditional reliability restored.

The team were looking forward to the night stages to try and close the gap to the leader, but running 3rd car on the road, the dust became too much of a problem and they backed off to secure a comfortable 2nd place outright. This follows on from 3rd in the QRC section of Rally Queensland heat 1.

The team will finish the year with the final round of the QRC at Gallangowan in November, another tough event. Then, with the help of their sponsors Pioneer Seeds, Hella, Fullerton Financial Services and Oxenford Panel Works, they will plan their program for 2004.

Rising Fees and Charges in Motor Sport

Tony Best

There have been many comments recently on how much the CAMS fees have risen in the last few years, so I decided to do a bit of research on it. To keep things simple, I only looked at the figures every five years, from 1968 until now and only picked two items, the CAMS Permit Fee for running a rally and the cost of obtaining a CAMS Licence to compete in a rally. However most other charges appear to have risen by similar amounts.

1968 – Life was simple in 1968. The CAMS Permit Fee for a National Open Road Event was \$5. This covered all Road Events in the country except International Rallies. A Road Event Licence could be obtained for \$1, a Limited Competition Licence which covered speed events other than circuit racing was \$2, and a circuit racing licence was a little higher.

1973 – The CAMS Permit Fee for a National Open Road Event had increased to \$7.50. A limited Competition and Road Event Licence had been introduced at a cost of \$4, and this covered competitors for everything except circuit racing.

1978 – The Permit Fee for a National Open Road Event was \$23, over three times the 1973 figure. Rally competitors could obtain a Road Event and Restricted Competition Licence for \$6.

1983 – The Permit Fee was now \$36 and the Rally and Restricted Competition Licence was \$15, but CAMS had introduced the Basic Licence that could be used in Club events only, and this could be obtained for \$5.

1998 – The Permit Fee for a State Championship Rally was \$52 per entry, the Restricted Licence was \$95 and the Basic Licence was \$34. The drop in Permit Fee was probably as a result of the personal accident insurance premium being included in the licence fee instead of the permit fee. This also explains the reasonably large increase in licence fees.

2003 – The CAMS Permit Fee for a State Championship Rally is now \$146 per entry, or \$2920 if a Rally has 20 entries. The National Rally Licence costs \$155 which is 155 times the figure of 1968. The closest thing to a Basic Licence is probably the Level 2S Licence which costs \$91, but competitors even in Club rallies now require a National Rally Licence.

As most people have probably noticed, these increases have generally been higher than the inflation rate or Consumer Price Index, which are good guidelines for average price increases. From 1968 to 1988 the increases were fairly moderate but since 1988 they have increased dramatically.

Based on these sorts of increases could we expect that by 2008 the CAMS Permits for State Championship Rallies will cost \$300-\$400 per entry and that National Rally Licences will cost \$250-\$300?

NGK Rally Melbourne 9 Right Or so I thought

Team Release

How important it is to get the driver and co driver bit right. At Melbourne I found out the hard way, we were ¾ of the way through the stage the notes were,

9 Right 200, 10 Left 200, KEEP RIGHT – 9 Left 200, **6 Right into 3 Left**

So needless to say we were up there in the speed, we were doing 147 Kph in 4th gear as I approached the 6 Right at 100% throttle, I thought Dom had said Right 9 so 9 it was. I entered the apex of the corner expecting a nice straight and who ha, a 6 Right into 3 Left. We assume I was thinking the previous 9 Left.

Dom had his head in the book while thinking *“I know I told Steve to go harder on the fast stuff but we are to fast for a 6”* he looked up thinking the 6 is about to come and we are still flat out and thinking what are you doing, and he had the same lovely view I had ferns and trees, The note book went flying and so did the car. *“I keep the throttle 100% to the deck and threw the car right Hoping, Praying we may get there.”* There was no skill involved in missing the trees just luck; we managed to ride a bank like a BMX Bike does.

At no stage we were further than 2 meters from the road; we followed the contour of the road on the outside edge of the road on a downward slope in 4th gear. We jumped a ditch 20 foot wide by 15 feet deep and ended up on the exit of the 3 left. The only thing that saved us was the fact we were too fast it sounds stupid but any slower and we would have ended up going into the ditch and head into a bank, or brake and go off into the trees.

One thing it does make you say is Rally Queensland is a great event; this was the first pass on the stage so all we needed was a hand out *“10 mins tops”* by either our service crew who were waiting at the spectator point to come in or a recovery car to help. So as we waited for the first pass to end I attached the snatch strap laid it out and watched the cars go past. Last car great, sweep came through in there 4wd and asked if were ok and did we want to come with them

“No I quickly said as we left the car for 10 minutes earlier in the day to get phone contact on the top of the hill we were on, to tell George, needless to say he was so impressed with me. When we came back the indicators had been torn off the car along with the rear flair and a few things from inside the car were missing, to add insult to injury. Thanks anyway we will wait for recovery so we can get it out and get back to the service park and re attach the front left wheel, the answer I got was WE DON'T HAVE RECOVERY you said what. Can we get our service crew in, to get us out we have 2.5 hours before the stage is run again and we are only 1.5 meters off the road parallel to it and the result was NO YOU HAVE TO WAIT TILL THE 2ND STAGE IS RUN”

So by the time they let us in and we got the car out on trailer and back to service we would not have had a chance to get ready for Sunday. So home it was and I will say one again

THANK YOU TO THE ORGANIZERS OF OTHER RALLIES FOR HAVING RECOVERY.....

Other Than the recovery car part the event was great, it started in the heart of Melbourne and then up into the forest Saturday and Sunday for the fun stuff.

Business Directory

ACCURATE SUSPENSION SERVICES

PERFECT HANDLING MEANS PERFECT PERFORMANCE

COMPETITION MODIFICATION FOR RACE, RALLY AND ROAD

COMPUTERISED WHEEL ALIGNMENTS

WHEEL BALANCING

RACK AND PINION SERVICE

COMPETITION COIL SPRINGS MADE TO ORDER

(07) 3808 2878

KEN GRAHAM

2/13 Tirrims Court
WOODRIDGE Q 4114

NISSAN Z CAR Workshop

Alan Stean
Manager

Phone: (07) 3808 2755

14 Kenway Drive
UNDERWOOD Q 4119

GAMOTOR REPAIRS

GREG SUMMERVILLE

email: gsa@hypemax.net.au

"Best Care Anywhere"

33 Spine Street
Sumner Park Qld 4074

Ph: 3279 3601
Fax: 3279 3603

NASH GLASS AND ALUMINIUM

PTY. LTD. A.C.N. 051 962 193

5541 4111

COVERING ALL AREAS
GLASS REPLACEMENT
24 HOURS 7 DAYS

140 Brisbane Street
Essendore Q 4286

GERMAN AUTOS

**PORSCHE AUDI
VOLKSWAGEN SPECIALIST**

Laurence Svenson

Unit 1, 20 Fortune Street GEEBUNG Qld. 4034

Phone: (07) 3865 5457 Fax: (07) 3265 7611

ROSS R. HUSTON
Chartered Accountant

ABN 67 872 048 027

Gary K. Mackay
B. Bus C.A.

OFFICE:
20 Monica Street,
Rosedale Sth., Qld. 4123
Fax: (07) 3341 6627
Phone: (07) 3341 3433
Email: huston@uq.net.au

POSTAL ADDRESS:
P.O. Box 1018,
Springwood, Qld. 4127

Now available in Queensland
REPSOL THE OIL OF CHAMPIONS



Contact Del Garbett 0416 234249



14 Kenway Drive, UNDERWOOD Queensland 4119

Phone: (07) 3808-2755 Fax: (07) 3290-0957

email: zcar@iprimus.com.au

THE QUEENSLAND AGENT FOR:



Forest

S55	175x65-14	\$150-00
S505	165x65-13	\$150-00
S505	185x70-13	\$160-00
S505	185x65-14	\$165-00
S525	185x60-15	\$170-00
S525	195x65-15	\$175-00
S525	205x65-15	\$185-00

Tarmac Rally/Race Tyres

S575	195x60-14	\$200-00
S575	195x50-15	\$200-00
S575	215x50-16	\$210-00
S585	235x45-17	\$250-00

All Prices include GST

Please Note: Prices subject to change

BRD

BRYCE RACING DEVELOPMENTS

www.bryceracing.com.au

11 Production Ave
Ernest, Gold Coast
QLD 4214
Ph: 0755 746811
sales@bryceracing.com

"Australian Rally Championship Privateers Cup Winner"



- *Complete construction & Maintenance of all Race Cars, Rally Cars, Historic & Performance road cars
- * Subaru specialist
- * Log Book Servicing
- * Queensland agents for PRB/Birkin Clubman Sports cars
- * Motorsport Fabrication
- * Roll Cages
- * Speedzone agent
- * Sparco & Emerson Racewear
- * Turbo XS BOV's and boost controllers
- * Peltor Intercoms and Helmets
- * Pagid brake pads
- * Driving Suits everything from Club level to F1
- * Speedflow Hoses and Fittings
- * Samco silicon hoses
- * Full range of competition harnesses
- * Daiken clutches

BRD BRD BRD BRD BRD BRD BRD BRD BRD BRD BRD



QUICK FIT

MOTORSPORT SERVICES

NEW DUNLOP

MOTORSPORT Queensland DISTRIBUTOR

- RACING SLICKS
- RALLY TYRES
- FORMULAR-R ROAD - RACE TYRES
- COMPOMOTIVE WHEELS

Something to suit your car
from Mini's to Muscle Cars!

PHONE ADRIAN COYNE 0418 885 666

QUICK FIT TYRE SERVICE

760 FAIRFIELD RD YEERONGPILLY 4105
PH: 3217 1482
Email: yeerongpilly@quickfit.com.au



Holden Stormriders Precision Driving Team

Reserve Drivers Wanted. Must have Rally Experience. All necessary training given

Contact Lloyd Robertson – 3374 1283 for further information

KCF RALLYSPORT



54 High Street,
Kippa-Ring, 4021

Ph: (07) 3284 1548
Fax: (07) 3284 1878

C.A.M.S. APPROVED - A.N.D.R.A. APPROVED
QUEENSLAND TRANSPORT AUTHORIZED OFFICER

Keith Fackrell J.P.

e-mail: info@kcf-rallysport.com.au www: kcf-rallysport.com.au

- Roll Bars
- Fuel Tanks
- Race Apparel
- Car Alarms
- Child Restraints
- Seat Belts
- Extra Seating 4WD Vans, Wagons
- ENGINEERED VEHICLE MODIFICATIONS

ALL FABRICATIONS • RACE & RALLY • STREET & STRIP

Business Directory

TOOWONG DENTAL GROUP

martin.v.darch b.d.sc.
dental surgeon

1st floor commonwealth bank bldg
cnr sherwood & jephson sts, toowong q 4066
telephone 3870 7617 fax 3371 9710

Norm Singleton's Rally Connection

Quality Motorsport Preparation

STOCKISTS EARL'S - TILTON - NEWTON
PRODUCTS

PH: 07 3289 1082 FAX: 07 32895375
EMAIL: info@rallyconnection.com.au
www.rallyconnection.com.au

PARTS & SERVICE CO.

CLUTCH • BRAKE • FILTRATION
SILICONE BRAKE FLUID
AUTOMOTIVE - MODERN CLASSIC VINTAGE
INDUSTRIAL • AGRICULTURAL • MARINE

SPARE PARTS OPEN SAT. MORNING

46 Ipswich Road, Woolloongabba 4102
Ph 3391 5644 Fax 3891 6024



DERRICK KENNEDY
MANAGER
MOB: 0418 982 315
EMAIL: derrick@djkair.com.au



P.O. BOX 3022,
YERONGA,
QLD. 4104
PHONE: (07) 3892 4682
FAX: (07) 3892 4652

SALES • SERVICE • DOMESTIC • COMMERCIAL



Hornibrook Tyres

5 Basalt Street, Geebung QLD 4030 Phone 3865 1072
Mobile 0401 474 745

Suppliers of passenger car tyres and the following
Motorsport tyres - Yokohama, Bridgestone, Toyo, Falken,
Dunlop and Kumho.

CARB-TECH

**SPECIALIZED CARBURETTOR
REPAIRS AND PARTS SALES**

IAIN STEWART

PH./FAX: (07) 3284 3061
UNIT 4, 38 HIGH ST, KIPPA-RING, Q. 4021

Email: iains@itconnect.net.au

GOODYEAR

Auto Service Centre

John Spencer
Proprietor

Safety Certificates
Wheel Alignments
Vehicle Servicing

Sumner Park Tyre & Brake P.L. A.C.N. 055 168 075

Goodyear Yokohama
Cooper Avon

Cnr Spine & Neon Streets
SUMNERPARK
Fax (07) 3279 4039
Phone (07) 3376 2000

TIM COLLINGWOOD AUTOMOTIVE

Unit 10
37 Kremzow Rd.,
Strathpine Q. 4500
Phone: 3205 6305
Mobile: 0419 718 007

**\$100
CASH-BACK**



For The Brisbane Sporting Car Club! On Top of Your Very Best Deal The Club Will Get \$100! - Just Ask For Margot Knowles City Automotive Sales Manager On 3252 0161 (Sporting Car Club Member)

WINNING VALUE!



A BETTER DEAL

FOR ALL BRISBANE SPORTING CAR CLUB MEMBERS.

**For The Winning Deal On New Peugeot, New Subaru, New Mitsubishi, or a Pre-loved vehicle?
Ask for Margot, she WILL help you get a better deal!**

Telephone 07. 3252 0161
Ask For Margot Knowles
Sales Manager



- PEUGEOT • SUBARU
- MITSUBISHI
- QUALITY USED CARS

142 Breakfast Creek Road Newstead • margot@city-automotive.com.au

Classified Ads

Mazda 323 (BF) 1.6lt Turbo 4wd Rally Car. Built by Murray Coote. Group A spec. Motor, gearbox, turbo & suspension just rebuilt. Close ratio gearbox, Bilstein coil over suspension, new 3" mandrel bend exhaust, 4 pot callipers & big rotors, in cab adjustable brake bias, Microtech digital dash & ECU, BOV, adjustable boost, seam welded, full roll cage, new Terra Trip, intercom, Velo seats, RPM harnesses, Momo steering wheel, Odyssey battery plus much more. Spares package includes, two gearboxes (one in pieces), three twin camheads, eight spare Rally Sport alloy wheels, 14 new or near new rally tyres, KYB rally struts & springs, drive shafts, suspension components, intercooler, radiator plus much more. Call for details. This is a very quick car. \$11500.00 ono. Contact Scott 0417 751851 scottm@sedlagencies.com.au



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

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 very tidy car cost over 15000 to build. \$6000 phone 0755369649 0402237057.

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

For sale - 1991 Toyota Celica GT4, Carlos Sainz Limited Edition, Group A Rallye. Four wheel drive Turbo - travelled only 88,000 kms. In excellent condition. Reluctant sale. \$19,990.00. Phone Henry 0438 424082.

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

1963 Mini Cooper.. Competition suspension, Lockheed H/Duty front discs and booster, Cooper 'S' rear drums, H/Duty Clubman GT gearbox, H/Duty quick ratio steering rack, genuine Minilite wheels, big fuel tank, highly modified and detailed engine. Ground up rebuild. Excellent interior, paint and chrome. Multiple trophy winner in competition and show. Reliable daily driver. Selling for far below build cost. \$10,000. Ph. Anthony Cox on 0421 474834 or 07 55960529.

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

BSCC BIRTHDAY BBQ BASH

Sunday 14th December 2003

**Family fun day includes – Treasure Hunt Touring Assembly
Blind Man's Bluff Driving Test
Egg & Spoon Races
Kids activities**

Are just some of the activities planned

Lunch

Keema & KCF Award Presentation

See November Issue for more details

FLASH BACK

Tony Best

What's more, we have already mixed up a brew to Harthill's secret formula and are running a car on it right now. We can tell you, at first hand, that it really works.

We haven't yet had time to make complete, detail tests of the performance of Harthill's fuel — but so far our experience shows that it is comparable to standard pump petrol. This vindicates previous reports from England, which said its rating was equivalent to that of 75 to 80 octane petrol.

We can also tell you that the ingredients of the fuel are, in fact, non-petroleum products, as Harthill had claimed. And all three can be bought right here, in Australia. We didn't have to write overseas for any of them.

No special process is involved in preparing the fuel; the three ingredients are simply measured out and mixed together in the correct proportion.

Here are our reasons for beating everyone else to this deal:

- We believe that, if Harthill's claims are genuine, his fuel must be made available to Australia.

Because Australia has no proved petrol resources;

Because, if her overseas supplies were cut off, Australia's transport system would break down (the Suez crisis didn't affect us, but other emergencies could easily render us helpless).

- We also believe that, if there is anything harmful or sub-standard about this synthetic fuel, Australian motorists must be protected against its exploitation.

It would be easy for an unscrupulous promoter to buy the rights and capitalise on the enormous publicity value of the product, regardless of consequences to the users.

That's why we got in first and are at present subjecting Harthill's fuel to searching tests of performance and long-term effects on the engine.

Many of us get a bit annoyed at the ever-increasing cost of petrol these days.

We have probably often thought that would be great if we could mix up something in the backyard and get a car to run on it.

This is not a new idea. In fact it has already been done, quite a few years ago.

There were several fuel shortages in Europe during and immediately after the Second World War, and an Englishman William Hartwell did a few experiments and eventually came up with what he referred to as 'synthetic petrol'.

An Australian car magazine 'Modern Motor' bought the Australian rights to this fuel. (Incidentally this magazine still exists but is called 'Motor' these days). The reasoning behind their decision was explained in their May 1957 Edition. Part of the article is printed here.

In the June 1957 edition the following month there was a story on a comprehensive test using alternative tankfuls of standard, super and synthetic petrol in the same vehicle. Parts of the story are printed here.

All of this happened over 45 years ago. The magazine did a few more stories on further tests over the next few months. I do not recall any comments about any undesirable long-term effects on engines. Gradually these stories about synthetic petrol began to decrease. It may be a coincidence but the first discoveries of oil in commercial quantities in Australia were in the early 1960s.

I do not know how much the magazine would have paid for the rights to the synthetic petrol, but they must have eventually come to the conclusion that they were never going to make any money out of it. Eventually in about 1975 or 1976 they published the names of the three secret ingredients.

I wrote them down at the time. One day I will try to find where I put it.

There must be a reason why Harthill's synthetic petrol is not in reasonably widespread use these days. The only reason I can think of is that it is a higher cost per litre to manufacture the mixture than to buy conventional petrol, even in countries with much higher fuel taxes than Australia. If there was any money to have been made out of it somebody would have done something by now.

Here we are at the beginning of the 21st century and people are debating the merits of putting ethanol in petrol.

Some things never change.

FLASH BACK

We were the first in the world to conduct such tests, mixing our own "brew" to Harthill's formula. The results exceeded all our expectations.

- Although the synthetic is made up entirely of non-petroleum products, it is indistinguishable from normal petrol in operation.

- The engine takes to it without fuss—no flat spots, misfiring or pinging.

- Compared with standard-grade petrol, it shows a definite improvement in almost all acceleration times, as you will see from the performance panel on page 16.

- In maximum speed tests the synthetic actually equalled the performance of premium petrol, beating the standard-grade figure by 2 m.p.h.

- And careful records of fuel consumption showed that the synthetic is slightly more economical than either grade of normal petrol.

These tests have convinced us that Harthill's discovery is of tremendous importance to Australia. For there's nothing sub-standard about the performance of his fuel—and all its ingredients can be produced here, from raw materials which are plentiful in this country.

Harthill's formula is flexible. The proportion of ingredients can be varied within certain limits, to modify the octane equivalent of the "petrol."

The spark setting was checked with the tachometer, and we found that no alteration was needed from the setting used for standard petrol. So the speedo reading was noted, and the last test began.

Bill purposely hadn't driven on synthetic before, to keep his impressions "fresh" for the test. He said later that his first feeling was one of disappointment—there was absolutely nothing to tell him that he wasn't using ordinary petrol.

An equally pleasant surprise awaited us at the end of the test. Topped up with the remaining half-gallon of synthetic on the way back, the Simca was allowed to run almost dry. The recorder showed it had covered exactly 330 miles on the 10 gallons, for an average of 33 m.p.g.—a shade better than either standard or premium petrol!

And yet, compared with present-day petroils, which have taken years to perfect, Harthill's fuel is only in its infancy. What fantastic results will it give with further research?

Slip Slidin' Away

The NGK Rally of Melbourne with Matt van Tuinen

(Continued)

Heat Two

So on to Heat 2. The plan was the same, just get to the finish. Our relative lack of power was counting heavily against us on these roads that had so many flat-out sections but we would be happy to repeat the result of the previous day. Sadly it wasn't to be. On the second stage of the day, "Blowhard" I was caught out by the greasy roads on a tight downhill left-hander. Unable to slow down enough in a bumpy braking area, I threw the car at the corner anyway, half-spun, kept the boot in and almost re-gathered before running out of talent. We ended up bogged in the loamy earth on the outside of the corner. I was lucky enough to have "chosen" the one space where there were no trees and the car was basically undamaged. However it took the combined help of a nearby roadblock (who delighted in pointing out the various skidmarks left by other cars who had had moments on the corner, not to mention the bark removed from a tree by one competitor) and the sweep car to get us back on the road. I was annoyed because it wasn't the plan at all to have an off-road excursion (is it ever?). On the other hand the car was fine and I knew we had been extremely lucky to dodge all the trees.

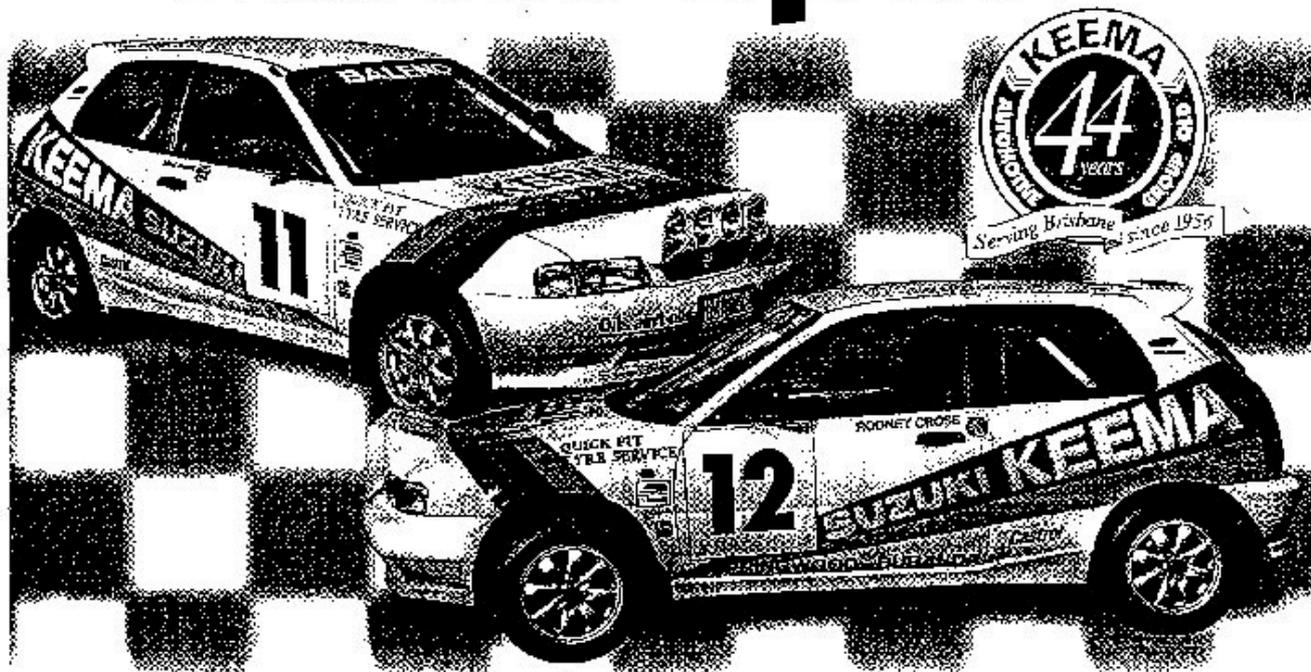
Our Bryce Racing service crew did a great job checking the car over and with a different set of tyres (what we should have been on earlier) we attacked "Mt Slide". The old Nissan test track is a good combination of fast and slow corners packed into 6 and a bit kilometres and we managed our best performance of the weekend relative to the leaders. Of course we were now battling for second last with Richard Mason, who'd also gone off and lost time.

The rest of the event passed smoothly until the last stage, a second run around the de Bortoli winery stage. With just 4 and a half kilometres to go, a loud bang from the rear of the car signalled the end of the rear diff. We cruised through the stage in front-wheel-drive, listening to the diff tearing itself to pieces. Oh well, at least the car is four-wheel-drive so we could still move. We climbed the ramp at the end of the event in second last place, 24 seconds in front of Richard Mason.

We had finished, and our times were encouraging. What's more, we had given ourselves a good platform to build speed from. Apart from the diff and superficial panel scrapes, the car was undamaged.

Of course (and here's the obligatory sponsor plug) I couldn't have competed without the support of Tait Radio Communications, Vertel and Philcomm. My Dad Fred (MD of Philcomm) was a happy man to see the car loaded onto the truck under its own power and so was I. The long journey home could begin.

Proudly Supporting Queensland Motor Sport.



KEEMA
AUTOMOTIVE GROUP
Keener than ever!

NEW CARS • USED CARS • PARTS & SERVICE

SAAB
Springwood 3884 8300

HYUNDAI
Springwood 3884 8300
Mount Gravatt 3426 1500
Cleveland 3383 1200
Taringa 3377 6622

SUZUKI
Springwood 3884 8300
Mount Gravatt 3426 1500
Cleveland 3383 1200
Taringa 3377 6622

Contact Rodney Cross 3884 8300 or Tony Kabel 3377 6622