

BRISPORT

THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB



March 2004

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www.bscc.asn.au



Galvandra

FALKEN



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4 - 6 JUNE 2004



On for young and old About time, don't you think? About time this whipper-snapper showed that he could put it all together and take that elusive first win? Yep, and it felt great. Of course, the VTRacing Subaru WRX couldn't have carried us over the line without some fairly serious support from a vast number of people, not least of which are the people at our car's new home at Neal Lowe Motorsport. They will be preparing both the WRX for the QRC and the Subaru Impreza RS to run in the Subaru Rally Challenge one-make-series. FULLARTICLE PAGE 7



Rally Tas '04 with help.org.au Racing Team The help.org.au Racing Team arrived in Burnie (NW Tasmania), on Wednesday 18th February in preparation for the start of the 2004 Toll Shipping Rally Tasmania on Friday. The team consisted of owner/driver Jon Atherton, who would pilot the Ferrari 360 Challenge Stradale (Car #22) with David Ovenden as his navigator and Paul Bergmann accompanied by Chris Murphy in the Nissan Skyline GTR R33 N1 (Car #16) with service support provided by John Spencer, Chris Jordan and the Iveco service truck (complete with huge Ferrari *Cavallino* stickers). FULLARTICLEPAGE 3



KILKIVAN SHORTCOURSE Round 1 of the Queensland Off Road Drivers Series was conducted by the Gympie Off Road Club at Kilkivan over the weekend of the 21st & 22nd of February. For those who can remember this was a very hot weekend. The event was conducted over a seven kilometre course at Rosemore. Eighteen crews entered the event and were given 6 runs of the course including one at night. By the end of the event there were only seven crews who finished all heats. The winner was Brad Cooper (304) with Andrew Mackay second, 5 seconds back. Tony Parker (253) was third from Brendan Hall (118) fourth and Colin Gavin (295) fifth. While the final two to finish were Steven Muhling (573) and Rod Graydon (707). FULLARTICLEPAGE 14



There have been growing concerns by many, and some relevant questions asked, regarding the cost of entries to our events. I believe it is appropriate to place a copy of my response into the Brisport magazine following some questions raised by a competitor. You may also be encouraged to know that the BSCC Board is, and has been, equally concerned about cost issues for some time. In terms of how much it does cost to run a rally, I think it would be easier if I outlined the expenses for two different recent events - the KCF and the up-coming Cooloola Classic. The relevant Clerks of Course have provided the following details to the Board as a schedule of expected expenses for both events FULLARTICLE PAGE 5

www.queenslandchallenge.com

Presidents' Report

AGM: 17 March 2004

At the last AGM, I mentioned I expected my first year as BSCC President would involve a very steep learning curve – I was not mistaken. There were of course, a few lows, but many highs.

The biggest low for me, and I'm sure the whole rally-world, was the sad news of Possum Bourne's tragic death in New Zealand. He was arguably one of the most talented and popular rally drivers to ever grace our shores, and highlighted just how dangerous our sport can be. While many will mourn his loss, others will celebrate a *larger-than-life bloke* who was just absolutely passionate and committed to his rallying. We'll miss you Possum.

The highs?

Our most obvious *crowning* achievement this past year has been the Club's 50th Birthday Celebrations that included a display at the Motor Show, a number of successful "Crony nights", an extremely detailed compilation of the Club's entire history and a gala Celebration Dinner (which attracted many young and old members and a huge gathering of ex-members). The magnificent effort put in by Rod Sams, Peter Whalley, Pat Hetherman, Viv and Esme Gibson and Jim Reddix will ensure all future Club members have a permanent reminder of our early days.

The 2003 "Caloundra's Falken Tyres Rally Queensland" was the near-perfect event with an excellent promotional start at King's Beach on Friday night with wine, cheese tasting, music and frivolity, followed by a hard fought racing on the Saturday and Sunday, and a presentation dinner and subsequent end-of-event party to wind it up.

From all comments received, the 2003 event has been described as probably the best ARC event the BSCC has conducted, and arguably the best in the current Australian Rally Championship.

To Errol and everyone involved in the mammoth task of organising and running this *all-consuming* modern-day Australian Rally Championship rally, a huge round of applause for your collective expertise, time and effort. Great teamwork.

(continued page 4)

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

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BSCC Board

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Immediate Past President	Craig Porter
Secretary	Steve Davies
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Assistant Treasurer	Position Vacant
Club Captain	Angela Fackrell
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Auditor	Peter Quinn
Refreshments Officer	
Property Officer	Craig Porter
Sporting Sub Committees:	
Historic	
Off Road	Rod Sams
Rally	Steve Davies
Magazine Editor	Brad Smith

Calendar Update

Information Night for Rally Queensland Competitors Wednesday 12 May 2004 at the BSCC Clubrooms, 1/206 Montague Road, West End from 7.30pm.

Queensland Challenge

24 July 2004

Coming Events:

31 March - Quick Fit Tyres Yeerongpilly Cooloola Classic Rally Presentation

16 April - 2004 BRD Clubman Series Launch

12 May - BSCC Club Night - Rally Qld Information Night

15 May - Rd 2 KCF Rallysport Short Course Rally 2

5 May - Coastal Challenge Information Night

4-6 June - Caloundra's Falken Tyres Rally Queensland



www.queenslandchallenge.com

Rally Tas '04 with help.org.au Racing Team

While Paul and Chris had a fairly low-key preparation, concentrating their efforts on recce, Jon and David's was anything but, as the Ferrari drew the attention of both fans and fellow competitors wherever it went. Their attendance at the invitation-only media shakedown was very well-received and John gave a number of journalists the "ride-of-their-life" around the shakedown stage. The fanfare continued into Friday with the official start in Burnie giving the fans their last chance to admire the vehicles before the field headed into the forests to get the event underway. Rally Tasmania 2004 got off to the worst possible start, as both SS1 and SS2 were cancelled after car #151 was involved in an accident which tragically resulted in the death of the navigator, Ian "Henry" Lawson. Everyone involved with the event feels great loss from the passing of a man who was both a competitor and a friend, and passes their sympathies on to Henry's family.

The crews were in a sombre mood at the start of Day 2, which was not helped by the damp road conditions making sections of the day's stages extremely slippery. Jon and David made a cautious start, but guided the powerful rear-wheel drive Ferrari through the tricky Hellyer Gorge and Savage River stages to reach the lunchtime regroup in 34th position. Jon commented at this point that he was a little unhappy with their times, and felt that he could push harder in the afternoon, when the same stages would be run in reverse as the field made their way back into Burnie. Paul and Chris' 4WD Skyline handled the conditions well and was in a pleasing 11th position at the halfway mark for the day. Paul was struggling with a recurrent problem of brake vibration which transferred through the steering wheel and was exasperated by the higher temperatures generated in the longer stages. It was hoped that this problem had been resolved with a rotor and pad change before the event, but it was to be a source of constant concern throughout the weekend. Mechanical complications aside, Paul seemed relatively happy with the times which were improving throughout the morning.

Day 3 was a triple-loop around Burnie with 6 stages to be completed before the finish. The highlight of the day for many of the competitors was the 2.08km hillclimb-style "Wivenhoe" stage which was packed with spectators through the morning. Jon and David, spectacular as always, used the Ferrari's launch control system – this got them off to a flying start *and* deafened several spectators in the process! The Ferrari continued to improve throughout the day and climbed through an impressive top-end field to finish the event in 28th place. This was a particularly impressive effort from Jon, as it was his first time driving the Ferrari competitively *and* he was forced to complete one of the final day's stages without pacenotes when David was suffering from a fairly severe bout of Ferrari-sickness. For Car #16 the day went very well until the final stage, Hellyer Reverse 2. At this point, the 4 tyres which had served so well throughout the event's 160 competitive kms had just about worn out. This made Paul's driving more spectacular at times, entertaining the crowd at Hellyer with some dramatic slides and fishtails out of corners. The engine dropped onto 5 cylinders and slowed for much of the final stage, but in the end both Paul and Chris were happy to get to the finish and delighted to learn that their performance had been good enough to earn 12th place overall.

At the pointy end of the field, a late charge from Richards and Oliver failed to help them improve on their 3rd place and the top 3 stayed as they had been at the end of Day 2 with Kent Watts and Brendan Spurr winning their first Rally Tasmania in what was a very popular "underdog" victory

(continued page 4)



Presidents' Report

AGM: 17 March 2004

Congratulations also must go to all the event organisers from 2003:

- Rod Sams and Peter Whalley for their efforts with the Motor Show Rally,
- Mark Neary, Clerk of Course for the KCF Short Course Rally Series,
- Del Garbett, who organised the Bailey Powerlines Rally,
- Sheridan and Margot Knowles for their innovative Officials' training nights,
- Marc Austin-Zande, for the "Glen Alpine Touring Road Event,
- Rod Sams for the "Goondiwindi Quick-Fit 400" (AORC),
- Margot and Andrew Owen for the Arnotts *road-rally* event,
- Craig Porter for his huge efforts with Keema and this year's Cooloola Classic,
- Peter Whalley, Rod Sams, Patrick Heatherman and Jim Reddix for their collective creativity with the Family Fun Day.

Without the enthusiasm, experience and expertise of these people and their dedicated band of *helpers*, our Club activities would be very light on the ground. My hat is off to you and your teams. 2003 also saw the introduction of training and accreditation of event officials. As I mentioned at last year's AGM, this was a real priority for the Club and I'm pleased to advise the process is continuing to gain momentum with all our enthusiastic officials. In recent months, the Board made the decision to employ a full-time Administration Officer. This decision was made after much deliberation and discussion, and is due largely to the increasing legal and administrative responsibilities placed on the Club and Club activities by our many governing authorities. These responsibilities and requirements, along with a number of other promising and exciting future prospects, will ensure the person in that role is kept very busy.

To Sheridan, a personal thank you for your daily efforts and expertise in keeping the office running as smoothly as possible – I would certainly be lost without your assistance and enthusiasm. The financial aspect of the Club continues in a positive fashion. Not only did we make an operating profit in 2003, but also built up a considerable bank of funds designated to help maintain the many forest roads we race on. The Board will continue with this concept for future events. I would like to pay tribute to our many supporters and sponsors from 2003. Without the involvement of this very important group our efforts would just be that much more difficult. On behalf of all the BSCC and its' members, I would like to thank the following organisations:

- CAMS
- Brian McCormack (QPWS) and the guys and gals from the DPI – Forestry,

- All the Councils whose shires we conduct our events in,
- Qld Police Service,
- Qld Ambulance Service,
- The many community groups that assisted us.

Our Event Sponsors for 2003 included:

- Motor Show - Brisbane International Motor Show,
- Cooloola Classic and Aust Off Road Championship - Quick Fit Tyres,
- Coastal Challenge - Fulcrum Suspension,
- Qld Challenge - Glen Alpine GROUP and Silverstone Tyres,
- KCF Series - Keith Fackrell of KCF Rallysport,
- Keema Automotive Group,
- Falken Tyres,
- PhilComm,
- Tait Radio Communications,
- Queensland Hire,
- Caloundra Tourism,
- Hella,
- Mitsubishi,
- Rydges.

Congratulations to all the competitors who fought out their dreams (and nightmares) in the forests. Our efforts of course, would all be for nothing without you. On a final note, I would like to personally thank the 2003 Board Members for their enthusiasm, dedication and foresight, in running the BSCC for the past year. It is extremely heartening for me to see most of them have re-nominated their services again for the ensuing term, and with the inclusion of a few new members, will rise to bigger and better ideals. The Board and all the members still have a lot of things to achieve this year if the BSCC is to retain it's presence as the Premier motor sport club in Queensland.

Am I still on a steep learning curve? Yes, but bring on 2004.

Yours sincerely,

Brian Everitt
President.

with local fans and media alike.

Everyone at help.org.au would like to thank all those associated with the organization of the event, and also John Spencer and Chris Jordan, their hardworking service crew. Jon Atherton found time after the event to thank Rally Tasmania Chairman, Tony Wright, by taking him for a spin in the Ferrari, which judging by Tony's huge grin was greatly appreciated.

The team was happy with their 12th and 28th places respectively and were doubly pleased to be able to bring the cars back to Queensland still in showroom condition. Everyone is now looking forward to the next event, which will be Targa Tasmania in late April, where Jon and Paul will be giving it their all again in the twin Skyline GTRs.

There have been growing concerns by many, and some relevant questions asked, regarding the cost of entries to our events. I believe it is appropriate to place a copy of my response into the Brisport magazine following some questions raised by a competitor.

Dear Competitor,

Thank you for your letter outlining your concerns of rising cost for rallies. Firstly let me say that I'm disappointed that you have not entered this year's QRC section of the Cooloola Classic. Your entry will certainly be missed. Your questions are relevant and it is refreshing to have someone come forward to find out more about events and the way the Club conducts and schedules them – we wish more members would follow your lead. You may also be encouraged to know that the BSCC Board is, and has been, equally concerned about cost issues for some time. In terms of how much it does cost to run a rally, I think it would be easier if I outlined the expenses for two different recent events - the KCF and the up-coming Cooloola Classic. The relevant Clerks of Course have provided the following details to the Board as a schedule of expected expenses for both events:

KCF Short Course (February 2004)

Pre-event expenses:

Fuel:(paid to those who use their own vehicles for surveys/course checks)	\$100
Postage: (Supp Regs, Further Regs, Results)	\$150
Printing: (Road Books, Road Cards, Service and Spectator Instructions)	\$360
Stationary: (Paper, office supplies)	\$40

Event expenses:

CAMS Permit fee: (compulsory fee of \$76 per entry - based on 25 entries)	\$1748
QPWS fee: (compulsory fee of \$29.30 per entry)	\$674
Ambulance: (donation)	\$250
Fuel: (for official vehicles)	\$200
Miscellaneous: (Tyre repairs, etc)	\$40

Post-Event expenses:

Presentation: (Catering)	\$80
Trophies: (Sponsor supplied except for Gemini Series)	\$80

Maintenance expenses:

Radio Repairs:	\$50
Replace/upgrade Equipment:	\$50
Road Restoration Levy: (\$0.30 per gravel km per entry)	<u>\$384</u>
Total:	\$4206

Entry fees = \$172

The income for this event totalled: \$3956

Direct Loss on running event: \$250

Since the completion of this event, the Club has received a road damage bill for **\$1500** which will be paid from the Road Restoration levy. In theory, we incurred a **LOSS** for this event that will amount to approximately: \$1400. Now, not all events make as big a loss as this one did, but even if you remove the road damage levy, the event might have come close to breaking even. And this does not yet take into account the Admin Officers time, upgrade of equipment, phones, electricity, mortgage, and all the other expenses of operating a business. This is where (we trust) sponsorship helps – when we can attract them.

2004 Quick Fit Tyres (Yeerongpilly) Cooloola Classic Rally

Pre-event:

Fuel:(paid to those who use their own vehicles for surveys/course checks)	\$200
Mowing: (paid to a forestry-accredited contractor to mow grassy stages)	\$600
Postage: (Supp Regs, Further Regs, Results)	\$200
Printing: (Road Books, Road Cards, Service and Spectator Instructions)	\$1000
Advertising: (Newspaper ads as required by Authorities)	\$300
Stationary: (Paper, office supplies)	\$150

Event:

CAMS Permit fee: (\$76 Clubman/\$146 QRC per vehicle – 40 entries)	\$4580
QPWS fee: (compulsory fee of \$29.30 per entry)	\$1172
Ambulance: (\$110 per hour x 11 hours)	\$1200

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Fuel: (for official vehicles)	\$600	
Equipment Hire: (Radios, toilets, etc)		\$400
Miscellaneous: (Tyre repairs, etc)	\$200	
Signage: (Stickers, Door Numbers, etc)	\$280	

Post-Event:

Presentation: (Catering)	\$100
Trophies: (Sponsor supplied)	\$0

Maintenance:

Radio Repairs:	\$200
Replace/upgrade Equipment:	\$200
Road Restoration Levy: (\$0.30 per gravel km per entry)	<u>\$1265</u>
Total:	\$12647

Entry fees: Club = \$242, QRC = \$462

Expected income: (based on 18 x Club and 22 x QRC entries) \$14520

Potential profit for this event may amount to approximately: \$1870

***Remember this does not yet include potential road damage bills, or Club operating expenses.**

In the above examples all figures are GST inclusive for ease of comparison. Apart from CAMS and QPWS fees, all the other expenses are not so much dependent on entry numbers – they are pretty much fixed. We could cut costs by not having the ambulance in attendance, but our “duty of care” to competitors and officials would be greatly affected – not to mention *peace of mind* for organisers. Perhaps you should ask all other competitors, particularly those who have needed the QAS services at events in the past, whether we should forego this aspect.

Your comment that the QRC fee is too high: Last year’s entry fees for BSCC QRC events were \$440 for competitive distances between \$155km and \$165km. The fee increase of \$22 this year to \$462 is in line with a 3.8% increase for inflation. Likewise for Clubman fees. It is highly likely similar QRC fees will apply for all events this year. It is also very interesting and encouraging to see the number of QRC entrants for this year’s Cooloola is the best we’ve seen for some time.

I do take your point that when compared on a per-km-basis, the value for QRC competitors seems diminished. However, when comparing our State event entry fees with other states (NSW for example) on a per-km-basis, our fees are quite similar at around \$3.40 per km with the most obvious difference being the per-km cost for Clubman competitors (Qld = about \$2.50 per km, NSW = \$3.34 per km). Perhaps we should increase the Clubman entry fee accordingly, but wouldn’t we then risk *chasing* away or upsetting club and entry-level competitors? Seems it’s a case of damned if we do, and damned if we don’t.

One of the other issues we face is the fact that QPWS and Forestry are always restricting access to roads in certain areas for various reasons. To that end it is becoming more difficult for organisers to find good quality, challenging roads within forest boundaries, which also provide good distances. We could use some Shire roads, but then we strike problems with Police and Council requirements that immediately increase the expenses and the number of officials needed.

So, as you can see, it’s not getting any easier from all perspectives.

It may surprise you, but the Board is constantly looking for ways of reducing costs, not only to competitors, but also for it’s own operations. One of your suggestions for cost-cutting was to get the Admin Officer to do more in terms of printing, collating, visiting prospective sponsors (which would realistically take more than a “couple of hours per event” as you suggest) and so forth. I’m not sure when that time would be available as the job already requires a full-time involvement and we sure as heck can’t afford over-time rates as well – unless of course we increase membership and/or entry fees (we have asked competitors in the past to lend a hand with some of these tasks, but none or very few volunteered).

Another of your questions relates to the postage and wrapping of the Brisport magazine. At our last Board meeting it was reported by the Admin Officer and recorded in the minutes that; “*Australia Post advised upon receipt of the February edition of the Brisport Magazine, that conditions had changed and now taping down the sides of the magazine was no longer acceptable. The magazine should be either plastic shrink wrapped or placed into an envelope. Cost of having 5000 envelopes printed with the necessary details etc would cost \$439.70 (inc GST) this is .09 cents/envelope. Envelopes could then have addresses directly printed onto the envelopes negating the need for labels and the time it takes to label each item, Approximately 1.5 hours. I received a quote from Endeavour to have the magazine wrapped this would be \$132.00 (excl GST) plus labels etc (this equates to .44 cents per item. Plus delivery costs from printers etc to Endeavour.*” Also *Australia Post have indicated that the bulk rate for Post Code does not exist so therefore our rate per item is approx .65 cents (A5 postage cost is \$1). This does depend on the weight of the magazine.* As a result of this, and in our efforts to cut costs, the Board has decided that future issues of the magazine will only be available via a secure site on the BSCC website. Hard copies will only be posted to those without internet access who apply in writing.

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On the issue of Club nights, in the past, the Clubrooms have been open by one or two staunch club members every Wednesday night for anyone to go along. Unfortunately, despite our efforts to promote these evenings, very few people (if any) attend. The Board recognises that everyone leads busy lives now and there are so many other activities to get involved in. It has therefore been decided to have only one “organised” night per month to at least encourage one larger group activity, than 4 separate ones. It will be interesting to see how many turn up to support these monthly nights.

On the subject of member involvement, I agree whole-heartedly with you – more members should become involved with their Club. All financial members of the BSCC certainly do have the right to information and do have the right to vote on decisions being made. But why is it when the Club asks competitors for their involvement and assistance in running events, conducting activities or filling committee positions, {most} of them *run for the hills*. They only come back to grizzle (or conduct their own “inquest by email”) about things they don’t like - without first getting the real facts. Are they really interested in improving our sport, or just having a gripe? (by the way, only 3 entries out of 40 bothered to fill in the form to volunteer a person to help on the day with this year’s Cooloola Classic!). Surely, if we all put as much time into resolving the issues that affect us most, as we did in whingeing about it, the Club as a whole would be so much better off.

And why is the running of these events, and other activities, generally left up to a small band of people (the ones you refer to as those “who make all the decisions”). While a lot of effort is being placed in *upskilling* and training others, it is these few (continually) who can be bothered to get off their butts and get involved. I hate to think what will happen to our events when these so-called *decision makers* finally toss in the towel? If the BSCC is to remain the premier motor sport Club in Qld., then we must retain (and continue to grow) our safety aspects, professionalism and high standards. If it costs more to do that, then so be it.

On a final note, we will have a few positions to be filled at this year’s AGM, and I for one, will be very keen to see how many of these *concerned and interested* members bother to turn up to show support and volunteer their services and expertise.

Sincerely,

Brian Everitt
President

On for young and old

by Matt van Tuinen

About time, don’t you think? About time this whipper-snapper showed that he could put it all together and take that elusive first win? Yep, and it felt great. Of course, the VTRacing Subaru WRX couldn’t have carried us over the line without some fairly serious support from a vast number of people, not least of which are the people at our car’s new home at Neal Lowe Motorsport. They will be preparing both the WRX for the QRC and the Subaru Impreza RS to run in the Subaru Rally Challenge one-make-series. In the lead-up to this event, they really showed their worth.

You wouldn’t describe it as the ideal lead-up to an event. Here we are planning to win the Quick-Fit Tyres Yeerongpilly Cooloola Classic, and thereby get our attack on the QRC off to a good start, and the car only turns a wheel on Friday afternoon. Due to the absence of a rear diff, for a while it looked like we would be the front-runner in the 2WD class instead of fighting for the outright win.

Having had a rear diff failure towards the end of last year, and borrowing a diff to compete at Gallangowan, we made the decision to upgrade from the current R160 to the larger and stronger R180. Unfortunately, the R180 only appears in late model Subarus, and to find a mechanical LSD version you have to look to Japan. Still, we were assured that the conversion was simple, a matter of unbolting the R160

rear and bolting in the new. Yes, hubs, brakes and driveshafts were all different but they would be supplied we were told, no problem.

You can always count on delays however. We did not receive the new rear end until the Wednesday before the rally and when it arrived it was minus hubs and brakes. When we looked at fitting it to the rear of the car we hit a bigger snag. The later model Subarus have a wider track at the rear, meaning that even if we could fit the rear it would extend beyond the wheel arches of the car. Dammit. It seems this R180 conversion was not as easy as everyone had led us to believe.

So we went back to square one. As a contingency we had ordered another R160 diff from New Zealand, one that would theoretically bolt straight in as a replacement for the old one. That diff arrived on the Thursday before the rally. It was wrong. Yes, it was an R160. Yes, it was a mechanical LSD. Was it for an Impreza? No. Discussion with those in the know revealed that it was for an RS Turbo Liberty, meaning that the driveshafts would not fit. By the way, if anyone running an RS Turbo Liberty is looking for a mechanical LSD I know where to find one. So here we were on the Thursday before the rally, with two rear diffs that would not fit and another in pieces. Meanwhile the guys at Neal Lowe Motorsport had been going over the car with a fine-tooth comb, repairing various areas and generally getting the car up to their high standards for preparation. For this event the car would be better than it had ever been, assuming we could find a diff.

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S525	205x65-15	\$185-00

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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

We found that the larger R180 diff would fit in the car, but it had different driveshafts to the R160. We made the decision to modify our current driveshafts, taking the inner end off and replacing it with the end for an R180 to fit in the diff, but still allowing us to have the rest of the rear end as an R160. Confused? So was I. But I just dubbed it an R170 and moved on. This modification was carried out at Petron Automotive, who did a great job turning the driveshafts around in less than a day. The car was mobile by lunchtime Friday. But it still needed dyno tuning for the switch we had made to Turbomax fuel. It ended up being very conservatively tuned, making about the same amount of power with ELF as we had before with 98 octane fuel. We did not want this engine stressed.

With all four wheels finally getting drive and with my anxiety levels dropping, albeit slowly, we packed the van and set off for Gympie on Friday night. After such a lead-up, the rally itself was almost relaxing. The day dawned bright and clear, but recent rain had served to raise the humidity to uncomfortable levels. The usual suspects had turned out, with George Shephard in his Evo 6 likely to be the one to catch once again. There were a few dark horses in the field though; Paul Bergmann having a drive of Bevan Dyet's old WRX would be an unknown quantity, as would John Darby in his quick Galant VR4. The Menzies brothers might take some time out from going sideways in their Falcons to set competitive times and, further down the field, the return to competition for Keith Fackrell would be a change from the role of sweep in the KCF series.

The roads picked out by the "old guard" of Queensland Rallying, Pat Hetherman and Jim Reddiex, were very challenging and it seemed consistency would be the key to a good result. Sitting just behind George on the road, we were in a good position to pace ourselves for the opening stages. Around us, the times seemed all over the place. John Darby dropped a minute on the opening stage, only to set fastest time on SS2. While Ian Menzies must have taken his angry pills for SS3, setting fastest time by a comfortable margin on the 6.5 kilometre stage, a stage marred for me by a large mob of cattle that seemed intent on getting run over. I was forced back to first gear twice as calves ran in front of the car. The expected challenges from Bruce Fullerton and Paul Bergmann had faded, Bruce with brake dramas leading to retirement and Paul with a mystery mis-fire in the BRD prepared Subaru. Again it seemed that we would be going up against George Shephard for the win. Now we came to the big one, 27 kilometres of SS4, Wood 300. Delays at the starts of stages meant that we were doing this stage just on dusk, requiring the use of the spotlights and never an easy time to be driving hard. Still, we felt we had to push on as we were 17 seconds behind George in second place. We didn't want to fall any further behind going into the night stages where dust may play a part.

After the 27 testing kilometres at an average speed around 70 km/h, we were fastest by 11 seconds to

George. We went into the regroup/ service 6 seconds behind with four stages to go. A change of tyres of a bit of a psyche up at the service and we set off into the full night ready to push. Earlier Terratrip problems had solved themselves with the onset of night and the car felt fantastic. Despite their lack of time, Rob and Greg at Neal Lowe Motorsport had done an incredible job to make the car feel better than ever before. Now it was up to me. Over the next two stages, we took 32 seconds off the Evo, despite Tom doing one stage with a torch when the maplight bulb blew, to lead by 26 coming into the final service. As the guys worked on the car, my main aim was to keep my mind off what I was about to achieve. During the service, team manager Chris Waters and I talked about anything but driving the next two stages. We knew we couldn't back off, Shephard needed less than a second per kilometre to take the win.

And there was no doubt he was trying. Over the next stage, a re-run of SS3, Shephard went 4 seconds faster than his earlier time through the stage. But with no cattle to contend with, we managed to go 12 seconds faster than our first pass and only one second slower than the Lancer. 25 seconds in front with only a 27 kilometre stage remaining. Once again there was a delay at the start of the last stage, this time John Spencer was to blame. Having gone through three co-drivers already as 0 car, it was now Ralph French's turn to suffer motion sickness in the ballistic Datsun. The remaining crews in the rally listened as radio reports tracked their slow progress through the stage, with many competitors shaking their heads in sympathy with Ralph's woes. Eventually the stage was cleared and the battle could re-commence.

Still we couldn't afford to back off, but we couldn't afford to take any chances on this tricky stage. There were sections on this stage where the trees on the side of the road were nearly touching the car and reaching over the road to form some sort of leafy tunnel, illuminated by our spotlights. Fortunately, the dust I expected did not materialise and we had a clear run. Seeing the red board of the flying finish, I had no idea whether we had been fast enough to hold the lead. As we sat at the stop control, I saw Shephard's time on the scoreboard: a 22:58, 19 seconds faster than his earlier pass. To win we needed to be in the low 23-minute bracket or faster. Before we got our time card back, the control official moved to the scoreboard to write our time. When he started with 22 I knew we'd won. 22:55, 3 seconds faster than Shephard on the stage, giving us the win by 28 seconds. In the end, consistency and reliability had won us the day. The few niggles in the car early on had been ironed out by the Neal Lowe Motorsport crew during service, and the car hadn't missed a beat all day. Tom Smith did an excellent job as co-driver, also acting as a barometer to my pace (I knew I was pushing hard when Tom was reaching to tighten his belts mid-stage, and he thought I couldn't see).

To everyone involved in helping us to this win, thank you. To Fred and Philcomm, I would obviously never have been here without your support. To Tait, Vertel, Quick-Fit Tyres, Bruce Hodgson as well as the guys, like Robin, who came and helped us with service, thank you. But most importantly to Rob and Greg at Neal Lowe Motorsport, who worked massive hours in the weeks leading up to the event and who never lost their cool when everything was going wrong, thanks. Neal himself was unavailable for this round, having prior commitments to the rally in China on the same weekend, but kept in touch via mobile phone with our progress. It was the perfect way to start a championship campaign. For the next rounds at Rally Queensland the VTRacing team will be in the Subaru Impreza RS as part of the Subaru Rally Challenge, looking for a good result in that series as well as trying to defend our lead in the Queensland Rally Championship. I hope to see you there.

BRD

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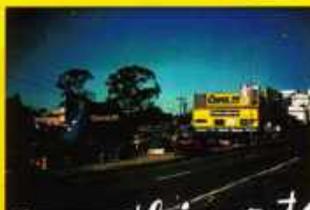
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KILKIVAN SHORTCOURSE

.....Rod Sams

Round 1 of the Queensland Off Road Drivers Series was conducted by the Gympie Off Road Club at Kilkivan over the weekend of the 21st & 22nd of February. For those who can remember this was a very hot weekend. The event was conducted over a seven kilometre course at Rosemore.

Eighteen crews entered the event and were given 6 runs of the course including one at night. By the end of the event there were only seven crews who finished all heats. The winner was Brad Cooper (304) with Andrew Mackay second, 5 seconds back. Tony Parker (253) was third from Brendan Hall (118) fourth and Colin Gavin (295) fifth. While the final two to finish were Steven Muhling (573) and Rod Graydon (707).

RESULTS

Car No	Driver	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Total
118	Brendan Hall	07:28:21	07:09:93	07:17:69	06:35:72	06:39:78	06:53:28	42:04:61
206	Andrew McKay	06:37:47	06:26:44	07:01:19	06:24:97	06:41:50	06:29:00	39:40:57
244	Troy Crane	17:59:37	DNS	06:57:28	06:02:88	06:06:47	05:53:28	42:59:28
253	Tony Parker	06:44:07	07:27:35	07:29:35	06:37:09	06:25:03	06:25:59	41:08:41
265	Wayne Reading	06:23:69	06:23:69	06:49:84	06:29:69	20:00:00	DNF	46:27:03
291	Randall Kilner	06:35:84	06:53:34	07:04:57	06:16:90	09:10:97	DNF	36:01:62
295	Colin Gavin	07:17:00	07:36:10	07:09:81	06:44:40	06:53:07	06:53:31	42:33:69
304	Brad Cooper	07:02:30	06:41:25	07:20:22	06:12:56	06:11:03	06:08:29	39:35:65
309	Lance Meikle	08:31:28	07:38:09	DNS				
321	David Armitage	11:29:57	15:18:76	DNF	07:11:23	07:16:47	06:48:75	48:05:95
549	Tait Svenson	12:49:28	12:58:88	DNF				
573	Steven Muhling	07:39:81	06:59:75	08:09:69	06:56:37	06:44:47	06:40:12	43:10:21
573 A	Robert Heinrich	06:39:25	06:41:88	07:24:91	DNS	06:30:09	06:13:97	33:30:10
696	Andrew Hickson	DNF	DNS	13:62:69	07:20:91	07:14:62	07:12:16	35:30:38
696 A	Arron Harvey	DNS	10:44:32	DNS	10:59:78	DNS		
707	Rod Graydon	07:53:87	07:47:71	08:09:94	08:07:07	07:14:66	07:10:19	46:23:44
926	Jim Duff	07:22:34	DNS					
998	Des Armitage	07:23:92	DNF	08:06:78	07:01:85	09:45:67	DNF	32:18:22

CLASS RESULTS

CLASS 1 1ST BREDAN HALL

CLASS 2 1ST ANDREW MCKAY
2ND TONY PARKER
3RD COLIN GAVIN

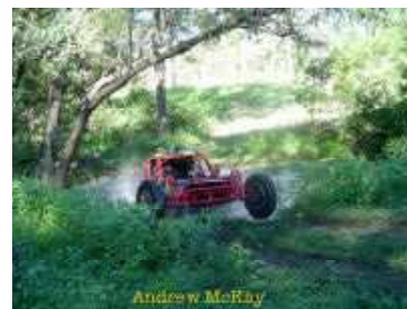
CLASS 3 1ST BRAD COOPER
2ND DAVID ARMITAGE

CLASS 5 1ST STEVEN MUHLING
2ND ROBERT HEINRICH

CLASS 6 1ST ANDREW HICKSON

CLASS 7 1ST ROD GRAYDON

CLASS 9 1ST DES ARMITAGE



Photos Courtesy of Athol Wilcox



Tyres Yeerongpilly Cooloola Classic Rally

Round 1 Hella Lights Queensland Rally Championship - 13 March 2004

Unofficial Results By Car Number



Car No	Pos	Driver/Co-Driver	Vehicle	Grp	Event	QRC	Clubman	Gem	Clas	2WD	Withdrawal	SS1	SS2	SS3	SS4	SS5	SS6	SS7/5C	SS6C	SS8	Tot	TOTAL	
																							Q
1		Stewart Reid, Anthony McLoughlin	2003 Subaru WRX StiP5		*	*					W/D												
2		George Shephard, Rob Reddiex	2000 Mitsubishi Lancer Evo VIP5		*	*						13:17	9:26	5:15	23:17	0:51:15	14:02	9:40	5:11		22:58	0:00	1:43:06
3	1	Matt van Tuinen, Tom Smith	1993 Subaru Impreza WRXP5		*	*						13:25	9:26	5:24	23:06	0:51:21	13:39	9:31	5:12		22:55	0:00	1:42:38
4		Bruce Fullerton, Hugh Reardon-Smith	2000 Subaru ImprezzaP5		*	*					smashed brake callpar	13:32	12:25										
5	3	Paul Bergmann, Chris Murphy	1996 Subaru WRX P5		*	*						13:55	9:48	5:17	23:34	0:52:34	14:22	9:59	5:20		23:49	0:00	1:46:04
6		Ian Menzies, Bob Mc Gowan	1997 Ford Falcon XR8P4		*	*				*	*	14:01	9:25	5:08	23:27	0:52:01							
7		John Darby, Peter Darby	1990 Mitsubishi Galant VR 4P6		*	*					Alternator	14:24	9:21	5:25	23:35	0:52:50							
8	4	Peter Menzies, Stephen Kennedy	1996 Ford Falcon XR8P4		*	*				*	*	13:27	9:41	5:23	23:45	0:52:16	14:28	10:06	5:24		24:07	0:00	1:46:21
9	7	Mark Neary, Angela Fackrell	1997 Suzuki BalenoP2		*	*				*	*	14:10	10:32	5:30	24:51	0:55:03	14:58	10:13	5:55		26:02	2:05	1:54:16
10		David Ovenden, Colin Moyse	1972 Mazda RX2P4		*	*	*	*	*	*	*	13:31	9:50	5:25	24:47	0:53:33	0:00	0:00	0:00	0:00	0:00	0:00	0:53:33
11	5	Gary Meehan, Greg Gifford	1974 Datsun 180B SSSP3		*	*				*	*	13:46	10:03	5:22	24:52	0:54:03	15:12	10:24	5:38		24:28	0:00	1:49:45
12		Craig Mole, Craig Smith	1980 Nissan StanzaP4		*	*				*	*												
13		Andrew Pearce, Tony Best	1993 Mazda FamiliaP6		*	*	*				Car Overheating	15:12	12:16	6:20									
14	6	Brian Falloon, Ben van Wegan	1969 Triumph MK I PIP4		*	*				*	*	14:06	10:16	5:44	25:26	0:55:32	14:28	10:16	5:54		25:15	0:00	1:51:25
15		Terry Scott, Rai-mon Sayer	1993 Subaru Liberty RSP6		*	*					Engine Overheating	15:10											
16		Simon Campbell, Andrew Lenton	1972 Datsun 1600P3		*	*				*	*	14:29	10:04	5:29	24:45	0:54:47	14:55	10:29					
17		Trent Dutton, John McCarthy	1975 Holden Geimini CoupeP2		*	*	*	*	*	*	*	14:03	9:54	5:44	25:27	0:55:08	17:25	10:39	5:41		26:36	2:40	1:58:09
18		Rodney Biggar, Paul Young	1970 Datsun 1600P3		*	*	*	*	*	*	*	14:20	59:17	6:07	27:51	1:51:30	16:00						
19	8	Simon Knowles, Margot Knowles	1996 Suzuki BalenoP3		*	*	*	*	*	*	*	14:36	10:19	6:16	26:29	0:57:40	15:33	10:45	5:55		26:33	0:00	1:56:26
20	9	Viv Gees, Brad Wedlock	1972 Ford Falcon TudorP4		*	*				*	*	14:23	10:22	5:50	27:02	0:57:37	15:26	10:59	6:01		26:57	0:00	1:57:00
21		Andrew Gee, Mark Malpas	1988 Lada SamaraP2		*	*	*	*	*	*	*	15:24	10:46	6:06	27:27	0:59:43							
22	01	Michael Francis, Dale Bullock	1976 Mitsubishi Lancer LAP2		*	*				*	*	16:16	11:06	6:47	28:29	1:02:43	16:47	12:43	7:46		30:39	0:05	2:10:38
23		Dave Gaines, Nikki Doyle	1975 Datsun 240K GTP4		*	*				*	*	13:27	9:44	5:28	25:04	0:53:43			5:33	12:31			
24		Glen Mitchell, Bryan Zelinski	1979 Ford Escort P3		*	*				*	*	13:56	9:58	5:15	25:02	0:54:11			5:35	12:29			
25		Rob Dixon, Debbie Dillon	1971 Toyota Corolla P1		*	*				*	*	13:41	9:51	6:07									
26		Ken Stephen, Chris Michel	1971 Datsun 1600P3		*	*				*	*	15:28	10:17	5:36									
27		Ken Samway, Andy de Francis	1981 Nissan StanzaP3		*	*				*	*	14:29	10:01	5:47	26:08	0:56:30			5:53	12:48			
28		Marc Austin-Zande, Tim Gepp	1979 Datsun StanzaP3		*	*				*	*												
29		Jamie Macfarlane, Larisa Skyring	1979 Holden Gemini TE P2		*	*	*	*	*	*	*	53:41	10:21	5:50	25:24	1:37:51			5:48	12:35			
30		Max Irvine-Brown, Tom Irvine-Brown	1976 Ford Escort RS 2000P3		*	*				*	*	14:36	10:01	5:46									
31		Wayne Daniels, Wes Mortensen	1976 Holden Gemini P2		*	*	*	*	*	*	*	14:45	10:14	5:47	26:26	0:57:22			5:59	13:03			
32		Eric Schroeder, Lyndal Roth	1971 Datsun 1600P3		*	*				*	*	43:56	12:17	7:01	30:48	1:36:22			6:46	15:12			
33		Nathaniel Dillon, Graeme Offer	1976 Holden Gemini P2		*	*				*	*	15:35	11:13	6:47	33:07	1:06:47			6:54	15:37			
34		Craig Newell, Linda Newell	1980 Holden Gemini TE P2		*	*				*	*												
35		Darren Kurzok, Steve Taylor	1972 Datsun 1600P3		*	*				*	*	16:11	10:51	6:50	29:16	1:03:08			6:35	14:00			
36		Keith Fackrell, Cate Kelly	1977 Ford EscortP3		*	*				*	*	14:35	10:21	5:59	26:24	0:57:19			6:18	13:36			
37		Erik Johnsson, Peter Stringfellow	1976 Holden Gemini TXP2		*	*				*	*	15:08	10:42										
38		Gideon Street, Daniel Grisinger	1979 Holden Gemini TDP2		*	*				*	*	15:22	11:14	6:21	28:28	1:01:25			6:30	14:11			
39		Melinda Both, Melinda Hungerford	1971 Datsun 1600P3		*	*				*	*	16:10	11:13	6:40	28:57	1:03:00			6:41	14:23			
40		Mark Joyce, John Cox	1980 Holden Gemini P2		*	*				*	*	16:42	11:45	6:52	45:47	1:22:11			7:35	16:33			



PITTSWORTH 100Rod Sams



1st O/R Brett Milton and Tony Fehlhaber

The Millmerran Auto Club again played host to the Off Roading fraternity over the weekend of the 20th and 21st of March for the running of the first long course event of the year at Pittsworth.

The event was Round 2 of the "2004 Queensland Off Road Drivers Series" and Round 1 of the "2004 German Auto's Queensland Off Road Long Course Championship". A small field of only 20 crews made their way to the 'Swagman's Rest' to compete in the event.

The fifteen-kilometre course wound its way across some picturesque countryside providing quite a challenge for the drivers. Quite a lot of the course could be seen from the headquarters area.

Once the formalities of scrutineering were completed in Pittsworth the crews made their way to the track and set out on a reconnaissance of the course. This was followed by the Prologue to determine the starting order for the racing on Sunday.

The three Class One cars were away first, but disaster struck early with Laurie and Janelle Svenson (103) failing to finish with steering problems. Michael and Karen Napier (110) finished with only three wheels in the upright position. While the other wheel was repairable they had also damaged the transmission and were out the event.

The Class Twos fared a lot better with Russell and Judy Hartnett (287), back from a break from competing, setting the second fastest time for the Prologue. Troy Crane and Brad Hughes (244) were fourth fastest. Andrew McKay and Karen Harvey (206) failed to finish due to engine problems. A late night in the pits was to see them back in action on Sunday.

Brad and Kirrilly Cooper (304) led Class Three from Lance Meikle and Rebecca Owens (309) and Matthew and David Cannell (310). Brett Milton (402) with Tony Fehlhaber as navigator had Class Four to himself. Following on from his winning performance at the National last year at Goondiwindi he set the fastest prologue time.

Stephen Muhling and Robert Heinrich (573) were the only entry in Class Five. Class Six had only one entry, that of Andrew Hickson and Richard Walsh (696) who had a good run to be fifth fastest. Classes Seven, Eight and Nine also only had one entry each with Rod Graydon and Garrett Cormack in 707, Colin Hunter and Bronwyn Humphery in the 808 Jeep. Des Armitage (998) had the foot down all the way to be third fastest in Prologue.



The Bennetts

With the Saturdays formalities completed most people availed themselves of the hospitality provided by the Smiths, who run the Swagman's Rest. A lot of crews elected to camp at the property and enjoy the catering provided.

Sunday morning saw most people up bright?? and early. The day's competition to consist of two sections of four laps each. Nineteen crews presented themselves to the starter for the first section. Milton quickly led the field away. Brendan Hall and Phil Rice (118) managed to get in fifteen seconds of racing before rolling their buggy a couple of times. Fortunately no injuries suffered and once righted they continued for a couple of laps before the buggy expired.

The first lap was to see the demise of a number of cars. Trevor and Misty Burgess (222) succumbed to engine problems that put them out of the race. Des Armitage was also out with mechanical problems while Lance Meikle suffered clutch problems – it tried to exit the bell housing. The Hunter Jeep was sidelined after losing a fan belt but was able to run the second section once a new one had been fitted.



Colin Hunter

While all the remaining cars completed lap two, lap three saw more attrition. The Svensons who had set the fastest lap during lap 1 withdrew after the engine went off song. Cooper suffered fuel problems and ran out off late times to complete all their laps. Dave Armitage and Lee Colville (321) also failed to finish. There were no retirements in lap 4 with eleven crews finishing all laps.

Milton had driven consistently to finish first in 52m 53s from the Hartnetts in 54m01s. David and Garry Bennett (262) were third in 55m33s.

Following the lunch break thirteen crews/cars were fit to start again. The field dropped to twelve during the first lap when Andrew Mckay's engine said enough. The only other DNF for the section were the Cannells who retired on the next lap after a rear hub collapsed. They must have stressed it too much after some two -wheel driving they had done earlier in the event.

Milton continued to put in consistent lap times to lead the field home in 53m11s. Hartnett closely followed him only three seconds behind. Randall and Brad Kilner (291) had a good run to be third in 54m54s. Again eleven crews finished the section.

Eight crews had completed the whole course. After the scores had been sorted Milton was first outright and first in Class 4 in 1h46m04s. The Hartnetts finished second outright and first in Class 2 in 1h47m15s. Third outright and second in Class 2 were the Bennetts in 1h50m34s. Muhling (573), Hickson (696) and Graydon (707) were first in their respective classes.

The Pittsworth Shire Mayor Ros Scotney was on hand to present the awards to the winners and the property owners at the end of the event. From all reports everyone enjoyed the event and the laid back atmosphere of the weekend. It was good to see people from many other clubs assisting with the running of the event. Well done to everyone. *(Results elsewhere in the Mag)*



Andrew Hickson

Pics courtesy of Fred Berge.

OFF ROAD NEWS Championship sponsor comes on board

Laurie Svenson from German Autos has generously come on board to be the sponsor of the "2004 German Autos Queensland Long Course Championship".

The sponsorship deal provides for prize money for the first three outright crews in each round including the National round at Goondiwindi.

As everyone is aware Laurie has been involved in the sport for many years both as a competitor and administrator. I am sure everyone involved in the sport will appreciate the commitment he has made to this years Championship. Thanks Laurie.

PITTSWORTH 100 20/21 MARCH 2004

OUTRIGHT

Provisional Results

Car No	Driver 1	Navigator 1	Vehicle	CCs	Prolog	Lap 1	Lap 2	Lap 3	Lap 4	Sec1 Tot	Lap 5	Lap 6	Lap 7	Lap 8	Sec2 Tot	TOTAL	Cl/pos	O/R Pos
402	Brett Milton	Tony Fehlhaber	Holden Rodeo	5700	0:07:22	0:13:24	0:13:13	0:13:08	0:13:08	0:52:53	0:13:15	0:13:16	0:13:20	0:13:20	0:53:11	1:46:04	1	1
287	Russell Hartnett	Danny Garrett	Hornet	1600	0:07:24	0:14:01	0:13:31	0:13:19	0:13:10	0:54:01	0:13:25	0:13:17	0:13:16	0:13:16	0:53:14	1:47:15	1	2
262	David Bennett	Garry Bennett	Rivmasta	1600	0:07:43	0:14:07	0:13:56	0:13:51	0:13:39	0:55:33	0:13:47	0:13:51	0:13:42	0:13:41	0:55:01	1:50:34	2	3
291	Randall Kilner	Brad Kilner	Rivmasta	1600	0:07:58	0:14:11	0:13:54	0:14:11	0:13:59	0:56:15	0:13:46	0:13:40	0:13:51	0:13:37	0:54:54	1:51:09	3	4
573	Stephen Muhling	Robert Heinrich	Nissan Datsun 720	5735	0:08:09	0:14:44	0:14:36	0:14:17	0:13:58	0:57:35	0:14:22	0:14:02	0:13:58	0:14:06	0:56:28	1:54:03	1	5
295	Colin Gaven	Mark Andrew	Cobra	1600	0:08:09	0:14:44	0:14:35	0:14:27	0:14:14	0:58:00	0:14:13	0:14:00	0:14:48	0:15:20	0:58:21	1:56:21	4	6
707	Rod Graydon	Garrett Cormack	Suzuki Vitara	1600	0:09:07	0:17:10	0:17:42	0:15:46	0:15:56	1:06:34	0:15:37	0:15:53	0:16:02	0:16:14	1:03:46	2:10:20	1	7
696	Andrew Hickson	Richard Walsh	DAB	1587	0:07:34	0:16:26	0:23:41	0:16:18	0:15:48	1:12:13	0:15:21	0:21:02	0:15:44	0:16:05	1:08:12	2:20:25	1	8
808	Colin Hunter	Bronwyn Humphrey	Jeep Wrangler	3960	0:07:50	DNF					0:14:05	0:14:06	0:13:54	0:13:53	0:55:58			
304	Brad Cooper	Kirrilly Cooper	Cobra	1300	0:07:44	0:13:48	0:14:32	DNF			0:13:57	0:13:54	0:13:53	0:13:52	0:55:36			
321	David Armitage	Lee Colville	Hornet	1200	DNF	0:15:50	0:15:47	DNF			0:15:43	0:16:25	0:24:12	0:25:42	1:22:02			
310	Matthew Cannell	Daniel Cannell	Verco Hornet	1200	0:08:37	0:16:36	0:19:46	0:15:03	0:14:59	1:06:24	0:17:23	DNF						
244	Troy Crane	Brad Hughes/Damon Ward	Boss Mazda	1600	0:07:25	0:14:10	0:13:55	0:13:48	0:13:52	0:55:45	DNS							
222	Trevor Burgess	Misty Burgess	Manxco	1600	0:08:13	DNF					DNF							
808	Andrew McKay	Karen Harvey	Cobra	1600	DNF	0:15:16	0:14:56	0:14:43	0:14:23	0:59:18	DNF							
103	Laurence Svenson	Janelle Svenson	Stealth Predator		DNF	0:12:58	0:13:28	DNF			DNS							
110	Michael Napier	Karen Napier	Raceco		0:08:13	DNS					DNS							
118	Brendan Hall	Phil Rice	Hornet	2500	0:08:03	0:21:51	0:42:38	DNF			DNS							
309	Lance Meikle	Rebecca Owens	Chenoworth	1300	0:08:00	DNF					DNS							
998	Des Armitage		SRF	1600	0:07:25	DNF					DNS							



Burgess



Muhling



Svenson



Meikle

Classified Ads

Subaru impreza front cut frame only to "A" pillars. Undamaged radiator supp panel. \$220 ABS unit and master cly 1997 sti.\$400 Booster unit \$85, A/C compressor \$75.
Ralph French 3221 0755

Too many car parts? Too little space? Here's an idea – why not share a storage shed with some other club members and keep all those spare blocks, gearboxes, wheels etc somewhere else? I am considering renting one of those self-storage places. I don't need all the space and would like to share the cost. If four people shared, it would be around \$15 per week each and there's no long lease to worry about. It's just pay as you go, a month in advance. It would be strictly for storage only. No working on cars either inside or outside the shed and no flammable products could be stored there (no oil, spraypaint etc). Each person would get a PIN and 24hr access to the shed. We'd have to negotiate some guidelines but I think it could work. Please contact me if you're interested – Gary Stacey on 0438 3395 37 or stacey_family@hotmail.com.

Keema automotive group is offering for sale the Suzuki Baleno GTX 1.8 Wagon. Q.R.C outright Placing's 2000 3rd, 2001 2nd, 2002 4th. This is still a very competitive rally car at state and club level. Comes with all interior trim and suspension as removed when car was built. Also comes with some spares and a pile of wheels and tyres (used). Just fitted with new drive shafts and front struts have been fully serviced (Nov 03). Bilstruts and king springs with hight adjustable spring seats. All you will need are seats and harness and your set to go in 2004. P.O.A. For any inquires please ring Tony Kabel on 33776626 or 0407121926.

For Sale **1967 Isuzu Bellett 4 door** very well maintained in original condition. 64,000 miles. 4 speed, 1500 cc engine, wishbone front end, IRS back end, original wheels and hub caps with original tool kit. Comes with spare shell with good mechanicals. Can sell with Reg. \$2200 Pls Ph: Rob 3862 7363.

Wanted Navigator for Targa Tasmania. Porche with experienced driver. Share expenses. For more details contact Pat Kennedy on 33667654.

Experienced co-driver required for 2004 QRC season in a Mazda GTX 4wd turbo. Some financial help would be beneficial. Please contact Mark Pearce (BH) 07 3849 7477 or (AH) 07 3821 4105.

For Sale Subaru Impreza WRX MY00 (2000). 70,000 kms, dark blue, service history, completely standard (including mags, race interior, car alarm, momo steering wheel etc) except CD player added. Well looked after and loved, very reluctant sale, must make way for rally tow car! \$26,500 Contact Mel on 0421 310 690 or dangirl71@hotmail.com.

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.

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

4 of 6X14 alloy wheels (4.5in or 114.3mm PCD) including 185/60 Yoko AO32R bitumrn tyres (half worn but not old. Suit RWD Datsun, Toyota etc. Price \$250 ono. Contact Rod Browning - 3325 3905 or 0419787644

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 cam heads, 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. \$11500.00 ono. Contact Scott 0417 751851 scottm@sedlagencies.com.au



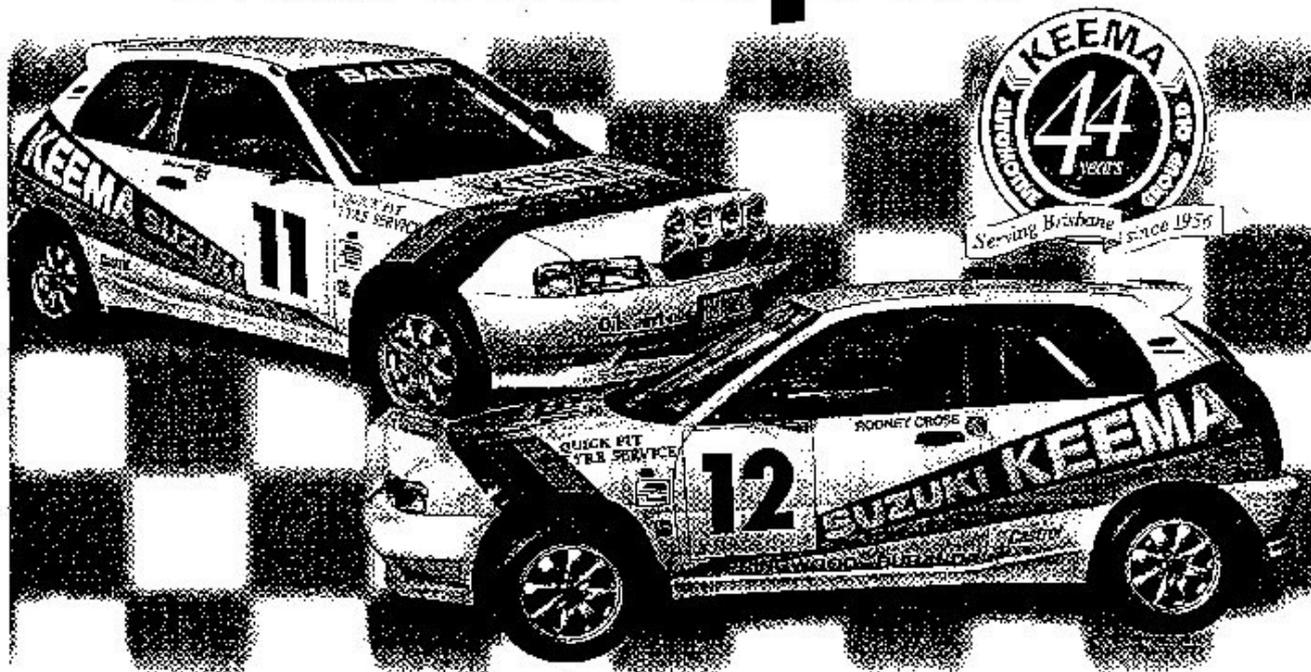
Wanted Terraphone and Terratrip for a Targa Tasmania MX 5. Contact Kerry on 0408 737 004 or kerry@galli.com.au

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.

For Sale 1995 Subaru Impreza (Front wheel Drive), 2.0L Quad Cam, Limited Slip Diff, Full Homologated steel roll cage, 3" OMP Harnesses, Sparco Seats, TerraTrip, Intercom, Enkei Wheels, Quadrant Suspension, Factory Light Pods with 4 Hella Lights. Enquiries Phone John Spencer 0413 878 760.

Ads will be carried in Brisport for 2 editions as space permits. Please let us know when your ad is no longer required. Ads may be carried longer if space permits.

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