

BRISPORT

THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB



April 2005

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www.bscc.asn.au

This Month

Rally Benarkin Results

Clubman Corner

Club Chat

Queen Street Mall Promotion

Rally Queensland Update

Intercub Challenge



3 - 5 June 2005

Rally Benarkin



President's Report

I had a most unexpected invitation last week. I was talking with Sheridan about the up-coming Benarkin event and she mentioned the Zero car, owned and driven by Simon Campbell, required a co-driver – might I know someone who could do that? Well, I didn't have a specific role on the event, and it's been a long time since I last competed, so I indicated I could be tempted to sit in the silly seat. A couple of phone calls later and all was organised, although one of my main concerns was, would I fit into the passenger's seat. As you know, most co-drivers' seats are built for 40kg greyhounds – not for those who don't exercise much. Anyway, Simon assured me all would be fine, so I packed the old helmet and race suit, looking forward to a change from my usual rally activities.

I finally met up with Simon at the Benarkin School Service Park and we set forth getting ready for our Zeroing role. As Simon had promised, I fitted into the seat perfectly and adjusted the seat belt for a comfortable (but firm) fit. Checked our paperwork, made sure we had plenty of water and spare equipment. Now time to get changed into the race suit. Now I haven't worn this 'garment' for a few years, and shall I say, fitting into the co-driver's seat wasn't going to be my biggest challenge today. Anyway, after much swearing, tugging and a bit more swearing, a sort of fit was organised. Some of you even recognized me – remember the fat bloke in the Santa suit? (yep - thanks Sheridan). Anyway, onto the first Special Stage with only a small amount of trepidation. Some of you co-drivers will relate to my next comments. Here I am, with an unknown driver (to me at least) in unknown car (albeit a trusty Datsun 1600), about to be launched down some very narrow and at times, very fast roads, with Santa (that's me remember) in the silly seat. Does this sound like a sane person to you?

With the adrenalin now on over-drive we completed the first stage, even if Simon did manage to drive while I tried to catch up with the instructions. And then just out of the 1st Service, we (read "I") missed the first major instruction (TL off MR). What a goose!!!

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 SECOND WEDNESDAY night from 8.00pm onwards.

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President's Report

We managed to complete the following daylight stages, thanks mostly to Simon's steering expertise - I think I got every 2nd or 4th call reasonably close (certainly within a couple of hundred metres anyway – sorry Simon). We completed the daylight stages with only a flat tyre and a damaged rim, and lined up again for a night sections. After such a long time away from competition, it was really interesting for me to participate in this role because it helped me re-understand just some of the issues competitors experience during an event, and also gave me the opportunity to talk with the Time Control, Start and Stop Point officials about some of their experiences.

Thank you Simon for a terrific day – you're a damned good steering wheel attendant and I'd have no worries about hopping in with you again should the invitation arise. If anyone is thinking about sponsoring a driver with a heap of talent – look no further. Congratulations to Patrick and his team of many, for putting on an excellent event. The roads certainly were a good mix of tight, twisty, steep, fast, sometimes rough and sometimes smooth roads – certainly an event where the drivers had to use some common sense in their strategies to finish. I just hope the role of co-driver in a Zero comes up for grabs again. Stand in line folks.

C'yall in the forest,
Regards,

Brian Everitt

BSCC President (Co-driver in training)



Congratulates



R700

Alan Griffin & Scott Evans – 1st in Clubman
Kumho R700 Front & Rear

Wayne Menzies & Chris Baxter – 2nd in Clubman
Kumho R800 Front & Rear

Ross Cox & Michael Young – 3rd in Clubman
Kumho R700 Front & R800 Rear



R800

Rally Benarkin

Kumho National Rally Challenge



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Club Captain

Hi all, firstly I would like to welcome all new Brisbane Sporting Car Club members. Well the rally season has started and what a year it's going to be.....it's great to see so many new competitors come into this sport! And in saying that, that's why I am introducing myself, for those who don't know me I am Angela Hewer and I'm Brisbane Sporting Car Club's CLUB CAPTAIN! I am here to support any BSCC members who have any queries, ideas, concerns that you may have about anything relating to the sport or the club. The BSCC Board meet once a month and I give feedback so if anyone would like anything to be put before the board I am the person to talk to and if anyone has any suggestions about club night activities please let me know. I am at every event - normally involved in documentation @ HQ, so feel free to come and introduce yourself or drop me an email angelahewer8@hotmail.com hope to see you all at the next event! Angela :-)

Club Chat

A Club Member specialising in Off Road, took a dis"Orr"derley fall recently whilst riding his motorbike at a most exclusive holiday retreat known as "The Island" situated at Kilcoy. Not only did he fall off he was run over by his own bike. Injuries sustained were sore arm, stiff shoulders, sore ribs and a hurt pride.

An Entry for the Philcomm Rally Benarkin recently went on a magical mystical tour. Competitor addressed envelope to "Event Secretary, Philcomm Rally Benarkin, P O Box 3529 (no suburb or postcode). Australia Post sent it to Benarkin Post Office who asked the people at Benarkin State School, who contacted the club and posted it back!

Which Clerk of Course recently took his wife over to New Zealand for the WRC to celebrate their 44th Wedding Anniversary?

Officials at the recent Philcomm Rally Benarkin had to deal with local "intruders" with monitor lizards and brown snakes coming to visit their monitor point and wishing Steve Irwin would pop out yelling "Crikey!"

A regular Gemini co-driver was seen at Benarkin sporting two broken arms! Seems rally cars are far safer than motorbikes!

A VERY frightening sight was experienced by 'The Knowles' on one of their returns to service at Benarkin. Yorkie greeted them with a side of him that not many have seen before. Maybe Yorkie should try this ploy in attracting a wife! But then again reports from Margot suggest maybe not!

Congratulations to Myles and Emma Frost on their recent wedding and we wish them all the best.



PHILCOMM Rally Benarkin



Round 1 2005 City Subaru Queensland Rally Championship - 16 April 2005 Provisional Results By Car Number

Car No	Pos Out	Driver/Co-Driver	Vehicle	Grp Cls	Event	QRC Reg.		Clubman Reg.		Gem 2WD Classic Reg.		Withdrawal Reason	SS1	SS2	SS3	SS4	SS5	Sub Pen	Club/ Sub Total		SS6	SS7	SS8	SS9	SS10	Tot Pen	TOTAL
						D	CD	D	CD	D	CD		D	CD	Philcomm 1	Tait 1	Comtel		Vertel	Philcomm 2	Philcomm 3	Tait 2	Vertel 2	Philcomm 4			
1		Steven Shephard, Tom Smith	2000 Mitsubishi Lancer Evo 6	P5	*	x	x					Hit Rock	6:44	9:42													
2		George Shephard, Stephen O'Brien-Pounde	2000 Mitsubishi Lancer Evo 6	P5	*	x	x					Gearbox	6:58	10:20	14:44	11:22	6:49	0:00	0:50:13	7:09	10:39						
3	1	Matt van Tuinen, Del Garbett	1993 Subaru Impreza WRX	P5	*	x	x						6:52	10:12	14:44	11:35	6:54	0:00	0:50:17	6:58	10:21	15:15	11:56	6:54	0:05	1:41:46	
4	4	Keith Callinan, Tim Callinan	1996 Subaru WRX	P8									6:55	10:29	14:46	11:28	6:47	0:00	0:50:25	7:06	10:47	15:56	12:14	7:20	0:00	1:43:48	
5		Ian Menzies, Bob McGowan	1997 Ford Falcon XR8	P4	*	x	x			x	x	Gearbox	6:57	10:12	14:32	11:06	7:04	0:00	0:49:51								
6	2	Wayne Johnston, Nancy D'Arcy	1972 Datsun 1600	P3	*	x	x			x	x	x	7:19	10:39	15:16	11:33	6:49	0:00	0:51:36	7:06	10:29	15:09	11:33	6:51	0:00	1:42:44	
7	3	Paul Bergmann, Chris Murphy	1999 Subaru WRX	P5	*	x	x						7:02	10:08	14:58	11:42	7:12	0:00	0:51:02	7:31	10:40	15:14	11:43	7:15	0:05	1:43:30	
8	5	Bernhard Graf, Barry Burr	1998 Mitsubishi Lancer evo	N4	*	x	x						7:13	10:09	14:42	11:31	7:12	0:00	0:50:47	7:25	10:58	16:05	12:18	7:38	0:00	1:45:11	
9	6	Dave Gaines, Nikki Doyle	1975 Datsun 240 K GT	P4	*	x	x			x	x	x	6:54	10:31	15:02	11:36	7:06	0:00	0:51:09	7:26	10:56	16:13	12:16	7:36	0:00	1:45:36	
10	12	Ian Ogilvie, Tony Best	1973 Datsun 1200 Coupe	P1	*	x	x			x	x	x	7:39	10:58	15:36	12:03	7:18	0:00	0:53:34	7:30	11:09	16:26	12:33	7:50	0:00	1:49:02	
11	7	Craig Aggio, Tony Arbon	1985 Toyota Supra	P4	*	x	x			x	x	x	7:05	10:30	15:01	11:47	7:08	0:00	0:51:31	7:20	10:50	15:52	12:45	7:35	0:00	1:45:53	
12	11	Tony Scott, Peta Davies	1982 Toyota Corolla DX	P2	*	x	x		x				7:21	10:35	15:34	11:47	7:09	0:00	0:52:26	7:25	11:28	16:12	12:39	7:45	0:00	1:47:55	
13	10	Gary Meehan, Greg Gifford	1974 Datsun 180B SSS	P3	*	x	x			x	x	x	7:14	10:37	15:29	12:15	7:10	0:00	0:52:45	7:19	10:49	16:15	12:17	7:31	0:00	1:46:56	
14	8	Mark Neary, Cameron Thompson	1997 Suzuki Baleno	P2	*	x	x			x	x		7:15	10:34	15:15	11:38	7:26	0:00	0:52:08	7:26	10:51	15:45	12:11	7:35	0:00	1:45:56	
15	22	Max Irvine-Brown, Tom Irvine-Brown	1976 Ford Escort Coupe	P3	*			x	x			x	7:31	10:46	15:17	11:59	18:18	0:00	1:03:51	7:58	11:38	16:52	12:54	8:03	0:00	2:01:16	
16	19	Martin Penfold, Byron Farrow	1971 Datsun 1600	P3	*	x	x	x	x	x	x	x	10:17	11:38	16:44	12:56	8:06	0:00	0:59:41	8:20	11:43	17:35	13:24	8:06	0:00	1:58:49	
17		Craig Mole, Ron Peters	Holden Commodore	P4	*							Blown Tail Shaft	7:32	11:04													
18	9	Rodney Biggar, Paul Young	1974 Datsun 180B SSS	P3	*	x	x			x	x	x	8:17	10:23	15:15	11:37	7:12	0:00	0:52:44	7:28	10:45	16:11	12:09	7:27	0:00	1:46:44	
19		Gary Stacey, Tony Blackshaw	1980 Datsun Sunny	P2	*							Electrical	7:01	10:54	15:42	12:19	6:30	0:00	0:52:26	8:01							
20		Andrew Pearce, Scott Beckwith	1993 Mazda Familia GTX	P6	*	x		x				Blown Turbo	7:31	11:45	36:03												
21	13	Gerard McConkey, Ian Capps	1987 Toyota Celica GT4	P5	*	x	x						7:44	11:13	15:45	12:19	7:31	0:00	0:54:32	7:50	11:59	16:49	12:46	8:01	0:00	1:51:57	
22	15	Erik Johnsson, Peter Stringfellow	1976 Holden Gemini TX	P2	*	x		x		x		x	7:51	11:12	16:04	13:02	7:47	0:00	0:55:56	8:24	12:08	17:53	13:15	8:13	0:00	1:55:49	
23	21	Mark Casper, Mark Malpas	1979 Mazda 323	P2	*	x	x	x	x	x	x		7:35	11:10	16:34	12:57	7:55	0:00	0:56:11	8:07	11:32	22:14	13:00	8:10	0:00	1:59:14	
24		Ross Cox, Michael Young	1982 Holden Gemini	P3	*	x		x		x		Centre Bearing	7:43	11:10	16:21	12:49	7:42	0:00	0:55:45	7:56	12:07	17:51	13:59				
25	16	Simon Knowles, Margot Knowles	1996 Suzuki Baleno	P3	*	x	x	x	x	x	x		7:42	11:09	16:32	12:53	7:56	0:00	0:56:12	8:12	11:59	18:09	13:55	8:14	0:00	1:56:41	
26		Jamie Lawson, Kevin Hunter	1979 Mazda RX 7	P4	*	x	x			x	x	x	Motor US	9:03	13:45												

Car No	Pos Out	Driver/Co-Driver	Vehicle	Grp Cls	Event	QRC Reg.		Clubman Reg.		Gem Reg.		2WD Classic		Withdrawal Reason	SS1	SS2	SS3	SS4	SS5	Sub Pen	Club/ Sub Total	SS6	SS7	SS8	SS9	SS10	Tot Pen	TOTAL
						D	CD	D	CD	D	CD	D	CD		Philcomm 1	Tait 1	Comtel	Vertel	Philcomm 2			Philcomm 3	Tait 2	Comtel 2	Vertel 2	Philcomm 4		
						Q	C	D	CD	D	CD	D	CD		D	CD	D	CD	D			CD	D	CD	D	CD		
27	14	Viv Gees, Brad Wedlock	1972 Ford Falcon Tudor	P4	*		x x					x x x		7:27	11:04	16:05	12:28	7:49	0:00	0:54:53	8:13	11:49	17:28	13:49	8:21	0:00	1:54:33	
28		Colin Ugarte, Silvia Flueck	2002 Ford XR8 AU III	P4	*									7:50	19:12	15:54	12:18	7:26	0:00	1:02:40								
29		Darren Jones, Greg Bankin	1977 Datsun 240 K GT	P4	*		x	x				x	Broken Rear Diff	7:35	10:59													
30	24	Andrew Gee, Deborah Dillon	1988 Lada Samara	P1	*		x	x				x		7:46	11:31	19:43	48:06	8:26	1:20	1:36:52	8:27	13:01	21:41	15:20	9:24	1:20	2:44:45	
31	20	Michael Francis, Dale Bullock	1976 Mitsubishi Chrysler LA Lancer	P2	*		x x	x x				x x x		7:57	11:28	17:07	13:25	7:51	0:00	0:57:48	8:27	12:29	18:12	13:51	8:26	0:00	1:59:13	
32	18	Allan Clunes, Gavin Wieland	1994 Mazda 323 GT/R	P6	*		x x							8:04	11:00	16:10	12:38	7:39	0:00	0:55:31	8:26	12:36	18:26	14:31	8:37	0:00	1:58:07	
33	17	Darren Kurzok, Steve Taylor	1972 Datsun 1600	P3	*									7:52	11:23	16:07	12:58	7:57	0:00	0:56:17	8:36	12:07	17:29	13:52	8:36	0:00	1:56:57	
34	23	Michael Lew, Gary McLane	1977 Alfa Romeo Alfetta GTV	P3	*							x		9:06	13:25	18:51	16:16	9:52	0:10	1:07:40	9:57	14:44	21:13	17:10	10:13	0:25	2:21:12	
35		Roger Vickery, Greg Webber	1988 Holden Rodeo Utility	P6	*		x x	x x					Driver too Tired	8:56	11:30	26:39	12:18	7:52	0:00	1:07:15								
36		Greg Latham, Therese Feldman	1976 Honda Civic	P1	*		x					x x	Alternator Failure	9:04	11:11	17:34	12:41	7:54	0:00	0:58:24	7:46	25:00						
38		Allan Griffin, Scott Evans	1981 Nissan Stanza	P3	*			x						7:15	10:40	15:13	11:42	7:03	0:00	0:51:53								
39		Keith Fackrell, Catriona Kelly	1977 Ford Escort	P3	*			x x				x		7:36	11:23	16:12	12:57	7:59	0:00	0:56:07								
40		Melinda Both, Jasmine Both	1998 Subaru Impreza WRX	P5	*									7:46	12:01	16:53	13:04	7:42	0:00	0:57:26								
41		Craig Newell, Linda Newell	1980 Holden Gemini TE	P2	*			x x	x x			x		7:32	11:08	16:05	13:33	7:44	0:00	0:56:02								
42		Wayne Menzies, Chris Baxter	1985 Toyota Celica	P3	*			x x						7:35	11:03	16:09	12:22	7:39	0:00	0:54:48								
43		Brad Hurford, David Gregory	1982 Gemini TE	P2	*				x x			x		8:13	11:25	16:38	12:47	8:09	0:00	0:57:12								
44		Nathaniel Dillon, Graeme Offer	1976 Holden Gemini	P2	*			x	x x			x		8:06	11:45	16:59	13:08	8:03	0:00	0:58:01								
45		Mark Byrne, Cathy Byrne	1973 Datsun 240 Z	P4	*			x x				x		7:51	11:01	24:16	12:54	8:04	0:00	1:04:06								
46		Stephen Hetherman, Danial Hetherman	1979 Mazda RX 7	P4	*			x x				x		8:01	12:47	21:56	13:51	9:57	0:30	1:07:02								
47		Brendan Mole, Simon Teed	1970 Datsun 1600	P3	*							x	Broken Trailing Arm															
48		Ian Armstrong, Bryan Armstrong	1978 Holden Gemini TX	P2	*				x x			x		12:25	12:19	17:31	14:14	8:18	4:00	1:08:47								
49		Gideon Street, Daniel Grisinger	1979 Holden Gemini	P2	*				x x			x		8:04	11:22	57:06	15:18	8:13	27:35	2:07:38								
50		Rick Baggerley, James Ford	1979 Ford Escort Mk 2	P3	*							x		8:57	12:11	17:05	14:11	8:15	0:00	1:00:39								
51		Mark Joyce, Matt Daniels	1980 Holden Gemini	P2	*				x x			x		9:15	25:27	19:55	15:09	9:13	0:00	1:18:59								
52		Robert Davies, Elissa McLeod	1976 Holden Gemini	P2	*			x	x x			x		9:36	13:41	19:06	15:17	9:30	0:00	1:07:10								
53		Grant Brecknell, Aidan Brecknell	1975 Holden Gemini	P2	*			x x	x x			x		10:06	14:21	19:58	16:16	10:09	0:00	1:10:50								
54		Anthony Tanzer, Stephen Bryce	1970 Ford Escort	P4	*			x x				x	Engine Detonation	8:09	12:46													



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Please Note: Prices subject to change

NEWS LETTER

No.3 April 2005

- ❖ With the withdrawal of our previous sponsor, we are very pleased to announce that the Coates hire company has agreed to sponsor Rally Queensland for the next three years. The rally will be known as “Coates Rally Queensland at Caloundra”. The new orange polo shirts supplied by Coates will be easy to see – so please, with respect for our new sponsor...NO BLUE shirts!! Thanks.
- ❖ We have it on good authority that the “other Manufacturer” we have mentioned before will be making an announcement soon, and that they will debut their car at our event – how good is that for us!
- ❖ The officials training days as mentioned in the last newsletter will now be 21st and 22nd May. KCF rally is being run on 14th May, and many of the Rally Queensland officials will be otherwise occupied. It is important that officials attend these training days, as Skynet equipment, starting lights, control boards, & sample paperwork etc will all be there. We plan to start at 10am at the Imbil oval, so please let your stage commander or the Officials Co-ordinator know if you can make it. We need numbers to be able to arrange the catering for the promised BBQ lunch. Just a reminder that teams will also have the opportunity to drive their stage before or after training.
- ❖ All officials who wish to work on Rally Queensland must now hold a CAMS Officials licence. If you do not have a licence, application forms are available from CAMS, BSCC, and by downloading from www.cams.com.au/go/officials. The licence is free, and does not require a test – just fill in the details. Application forms will also be available at the training days, and with your stage commander on the day of the Rally.
- ❖ Rally Australia (WRC round) will be up for grabs next year. Wouldn't it be amazing to see the likes of Petter Solberg & our own Chris Atkinson “flying” around the forest? Well.....we can always dream!!

- ❖ The Recovery Team, Riff Raff, have requested that officials please be aware that they will be on the road after Sweep has been through. Please take extra care when dismantling, and leave the stage in the direction of the Rally.
- ❖ The next Stage Commanders meeting will be Tuesday 10th May
- ❖ With the cost of the awards dinner tickets set to rise, the organisers have agreed to set the price for officials & their partners at \$40 each. The price last year was \$45 for everyone, rising to \$50 this year, so take advantage of the cheaper ticket price and come along and enjoy the party.
- ❖ Another incentive for our team of volunteer officials is the “Best Stage Award”. The award will be based on a number of parameters, including, but not limited to, preparations before the event, performance as assessed by competitors and officials during the event, tidy up etc.
- ❖ Once again there will be a BBQ for officials at Imbil on the Saturday night of the Rally. Please let your Stage Commander know if you intend to be there, as we need numbers for catering.
- ❖ For all of you who see the Zero cars dashing through your stage, we can now give you names to put with the cars. There will be two Triple Zeros with Tim Collingwood and John Eagle (John is from Rally SA) in one and Kian Rollason & Jason Lawson in the second. David Thomas from Philcomm, will drive the Double Zero, with Iain Stewart as the co-driver and course checker. The Zero car, which will be one of the Magnas campaigned so successfully by Mitsubishi last year, will be driven by Rod Browning, with co-driver, Martin Darch.
- ❖ We have received 200 responses from our mail outs to Volunteer Officials, which is very pleasing. However, with the extra stages being run this year, our Chief Spectator Marshal and Stage Commanders are asking for more. If you have any friends who would like to participate, please ask them to contact the Officials Co-ordinator.
- ❖ **Please note - only 8 weekends to go.**

Dorothy Collingwood
 Officials Co-ordinator
 Rally Queensland
 Phone: 07 5446 6703
 Fax: 07 5446 6704
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Climbing Benarkin's Mountains.

Philcomm Rally Benarkin has been run a won. It's challenges were not only for competitors. Last September the rally was short on available roads and was exceptionally fast with a high average speed and multiple use of roads running the risk of damage. The first mountain was to find more roads. This was achieved when Jim Reddiex & Tony Best took one bit of Forest and My wife, Ann and I took the other and surveyed the opportunities, which added to the roads we used in September and we had the ability to have longer stages and less re-runs.

Mountain two, the weather. Just after September the rains came. Much of the forests became too hazardous to traverse, especially newer uncharted areas. With the rain and the summer growth of grass and lantana it took on a whole new meaning. The Christmas holiday passed and finally the forest became totally accessible again.

Mountain three, find the roads and put it together. Yes they were found, some roads we used in September were now full of lantana and closed. We had a list of slashing requirements that added up to 30 kilometres, 12 trees to remove and many kilometres of stick (log) picking. So we set up a working bee weekend. Saturday trees and Slashing, Sunday working bee to cut back lantana & pick up logs etc and then Monday the first course check it all seemed simple enough.

Mountain four, Working Bee Weekend..... After an early start, things went well. Northern stages slashed, most trees cut up and then the header-tank on the slasher split. Back to the workshop, attempts to effect temporary repair not successful. With only 50% slashing done, Decision time. Re-route the Southern stages and cut out slashing. Sunday and the competitors who volunteered to validate their points arrived. Whilst they were set to the tasks, Rod Sams and myself set about route charting the new southern stages ready for 1st course check Monday. So the format that was actually run was then born. Then followed all the usual steps of 2nd course check, Spectator instructions Event regs and so on.

Mountain five, was a big one. On the morning of the rally in the early hours a ram raider bashed into the BP servo at Colinton. In doing so did damage, but particularly critical was the puncturing of the Gas de-cant tank. The police taking a very cautious view closed off the entire Daiguilar Highway east of Moore. Suddenly 50% of competitors and 60% of officials were isolated from the event. Craig Porter was at Esk when he heard it on the radio, so contacted police and diverted some competitors etc west via Hampton and Yarraman. Others hung on and even found a way around via Kangaroo Creek Road. In the meantime we had made plans at Benarkin. A CRO became a Steward, Central Queensland service crews became Scrutineers. A real live steward arrived from the West and we completed paperwork to get these new officials going. Force Majeur? you bet. If time became short or we had less officials we had a wet weather program we could run.

All worked out in the end. Everyone started to arrive and the road became open again. Sheridan, Angela and Berenice got through in one hour what normally takes three. The scrutineers hooted through the late arrivals. All the original staff arrived and the steward went back to being a CRO and so on. With no more mountains to cross the event started on time. Philcomm Rally Benarkin had a mountainous entry of 54 cars. Many officials doing tasks at higher level than before as we endeavour to upgrade people under the CAMS licencing programme. The Benarkin State School Caterers worked overtime, (a matter of interest, we went through all the bread in Benarkin, Blackbutt and Yarraman). Most pleasing was the fact that we did not have crashes or roll overs. For the first time in my memory ALL the Safety/Monitor/Road block officials actually arrived on the day despite the difficulties. Yes it was a great day.

From behind the scenes a big thank you to all concerned.

Patrick Hetherman
Clerk of Course



Benarkin Rally Photo (Front cover) published with permission of Michael Stark.

CLUBMAN CORNER

After a little rest for the last twelve months, a light shined in my eyes recently and showed me the lack of coverage in our illustrious magazine on our very important Clubman competitors.

So it's time to dust off the fur, limber up the brain and fingers and pen a few lines to keep you up-dated with our growing Clubman field.

Although KCF is not a round of the Clubman series it was a sign of things to come with I'm told about 10ish new/out of retirement competitors showing their wares for the first time.

And correct me if I wrong but there must be something in the water in Gemini land cause their breeding like rabbits – 13 at KCF! WHAT THE! This is the best field of Gemini's we've seen in sometime and a few competitors showed they've got the stuff to be very competitive. Almost makes you want to go out and buy one! Brad Hurford looks like one to watch – and his driving style has obviously come from servicing for the Menzies for too long! And looking at the times from KCF I'd suggest that without their hiccup in SS4 The Newell's would have been right up there again too.

Dave Scharf has made a welcome return to rallying after being absent in the drivers seat for about 10 years – shows you rally is like riding a bike! Dave was 10th outright and with a bit more car time will be giving many a nudge.

Many know the unmistakable laugh of Peter Clydesdale, however at KCF it was ringing through the forest more than normal with Peter taking the steering wheel at this event. I've never seen a bloke enjoy his sport more than Peter and he suggested that driving at KCF would keep him off his wife's case for months! Pete seemed to think that he'd had sex a number of times on the day – someone should highlight to him that he was actually only driving a rally car. Wonder if Wes will ever get to drive again? Darren Jones/Greg Bankin are another pair that enjoy their sport enormously and I hear on the grape vine that with a few more improvements being made to the 'Turtle' (alias 240K) they could be in the thick on things for Clubman points this year.

Although he didn't really get an opportunity to prove his worth, inside information tells me that Jamie Lawson/Kevin Hunter could be a force to be reckoned with in the Clubman & QRC as the year progresses. Jamie has competed in AMSAG series in NSW and his dad Alan was a bit of a legend in Round Australia's etc. Good luck for this year guys!

Sniffing around the trenches on that Saturday I detected a couple of first timer hiccups and I can only encourage those that had problems to retain your sense of humour and try again. We all started somewhere and we all did dicky things in our first few events – look at Chris Atkinson he started in an old Corolla and co-driving for brother Ben! You could be the next ARC/WRC Champ!

I should add though that it does surprise me that people obviously investigate a heap of time in what is required for their car and then fail to investigate how to read a roadbook, there are so many people in the club that are willing to help – just ask! The dumber the question seems, means it probably a really important one. (If that makes sense) Benarkin will be run and won by the time you read this and I will be in the forest (good place for a Bear) checking on everyone ready to report for the first official round of the Clubman.

Keep the black bits down and a smile on your face.
YOGI

Benarkin 2005 r.sout rally team

Ross Cox & Mike Young

I always pride myself on being ready for rallies one week prior to the event, but Benarkin 2005 preparation turned out to be a complete balls-up. Felt good about car after Jono and I driving and competing in the Inter-Club Challenge Khanacross, but after putting it up on the hoist at SAAB CARE for the inspection {one week late} I discovered a crack in the boot {typical Gemini} and loose steering knuckle at the right wheel and loose inner end of steering arm on left side. Had spares at home, good one, so I plated and welded the crack that night and resolved to replace the steering components Wed night.

Discovered one of the old Yokos I had on the car had separated tread and the other needed a tube as it was going flat over three days so I resolved to buy two new Kuhmo tyres for the event. This meant I had to drive to Hornibrook Motorsport at Geebung after work Wed, go home, remove fix and replace the steering rack and do two hours of work I brought home all on Wed night before scrutineering. Got it all done before 12 thank goodness. Arrived at Benarkin Sat morning after missing the excitement at Colinton BP and found Youngy with a great spot under a tree and set up service area.

Youngy hadn't rallied for about 18 months so he was a little rusty at first but we settled into a good rhythm quite quickly and set about enjoying ourselves. The tyres were great on all surfaces so didn't miss the money Ha Ha!!! Loved the roads, rough bits and all, and only frightened myself and Mike twice in the stages. The piece of liaison between three and four was a delight to drive {NOT}.

The bitumen stage on 1st stage is fun and the roads held up under a fair flogging, only one soft spot on the road this year. Actually sighted black rubber being laid on a few parts of the stage, bit like Autocross. The idea used going into forest tracks off the main shire roads and back on was really good as it was not just a horsepower event, the technical aspects of driving also were put to test.

After Stage 7 the rubber around the centre bearing started to split and we finished Stage 9 banging along under brakes but quiet under the gas. Couldn't keep going like that though so we bailed out at end of Stage 9, shame to have got so close to finish and having to retire. Ninth in Classis {pre/86} vehicles, 3rd in P3 Clubman and third in Clubman Series was a great result but would have liked to have finished the QRC as well

That's rallying though so will put big effort into getting car ready for Rally Q in June.

Enjoyed one or three quiet beers and one or three rumbos before nodding off to one of the best nights sleep I have had at a rally. Sorry to all for the snoring LOL!!! All volunteers on stages, and start and finish controls were just magic, my thanks goes to them one and all for a great job.

Patrick and his crew of officials showed professionalism in their handling of the event, we had no problems with the flow of competing at all. Thanks to my brother Brett and my niece Emalee for servicing and to Max's son and girlfriend for helping out as well. We really appreciated it.

Thankyou to Steel Blue Industrial Footwear, SaabCare, Autolec and fourwheeldrive.com for their kind sponsorship

Ross and Mike.

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Interclub challenge report

The 2004 Sherrin Hire Qld Interclub Challenge continued with the 2nd round being the kxanacross hosted by GCTMC at the Willowbank autocross track on 3 April. The WRX team narrowly beat the Holden Sporting Car Club. Ross & Jono Cox, Peter Stanford, Peter Clydesdale & myself took 4th place for BSCC. Ross beat many faster cars to finish in 7th position. After 2 rounds BSCC is in 5th position out of 8 & Peter Stanford is in 7th place in the individual score. Round 3 is the Sherrin Hire Night Run May 20. These events are about 2 hours/60-100 klms & any reg. vehicle can enter. These events are a more social activity whereby you answer questions to earn points along the course. Full details can be obtained from www.icq.org.au. The more entries received increases the chances for a top 3 placing for the club.

Wes Depper BSCC Representative