



BRISPORT

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THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB

Edition 1, 2007



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Coates Rally Queensland
Fulcrum Coastal Challenge



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President's Piece

They say that a year in politics is a long time. Well they obviously haven't been involved in motor sport. The last four months for many have just been a blur of activity for many. If you weren't preparing for Rally Queensland in an official capacity, then it's highly likely you were preparing a rally car to compete. And if the event itself was anything to go by, then it appears it was time well spent.

Congratulations must go to Errol and his team for their collective organising skills. This year's event was not only three months earlier than in previous years, but there was a totally new HQ, new rally base and Start locations, and a brand new Super Special Stage at Nambour Showgrounds – and wasn't that a hoot. Competitors also report a challenging but enjoyable time was had by all (well all those that finished anyway) with the Super Special ranking high on the "smile-meter". Begs the question- wonder what Errol and Richard have in mind for us next year?

While we all might reminisce (read "recover") about our involvement in the Rally Qld, we must also look to what's planned in the coming months. Sharpen up your pencils and mapping skills folks as the Solvix Touring Road Event (sponsored by our own inimitable John Colvin) is just round the corner (May 12th). If previous and similar events are anything to go by, all the trickery and skulduggery in the world will be afoot for this one – good luck.

Then there's the Philcomm Rally Benarkin on May 26th. Word on the grapevine suggests that Greg Bryant and the boys have been busy and found some "really good" roads for us to race on. Apparently "tall" diffs are the go.....?

And speaking of good roads, but on another matter, Bob Carpenter of SunCoast Classic Rally fame asks if any Club members may be interested in being involved with this brand new (for Queensland) bitumen rally scheduled for the Sunshine Coast and hinterland in early July. The people he's looking for don't need to be highly experienced in any particular roles, just enthusiastic about getting involved at the grassroots level, and keen to provide their expertise in various areas (see below).

Finally, a reminder to all that the AGM is scheduled for Wednesday May 30th - everyone welcome. The Board is always very keen to attract new members (and their ideas) to help administer the Club and maintain it's prominence as one of the most successful rally-oriented clubs in the country. If you'd like more information about the AGM or becoming a Board Member, please contact Berenice at the Club's office.

Well that's enough from me.....Cy'all in the forest.

Brian Everitt - President.

Volunteer Positions Available for the SunCoast Classic (5th to 8th July)

- Spectator Safety Manager – working with Chief Safety Officer, responsible for planning and operations re spectator areas on course.
- Lunch Break Co-ordinator – organisation of traffic flow, parking, & general order at lunch breaks Friday 6th, Saturday 7th July.
- Morning Tea Break Co-ordinator – As above for morning tea breaks, Friday, Saturday, Sunday.
- Thoroughbred Touring & Regularity Divisions manager – Specific guidance role to the two "non-competition" divisions which generally include some 'first timers'. Role includes driving a course car in lead position of thoroughbred touring division. Provision of own suitable vehicle (does NOT have to be a "rally" car) would be advantage.
- Course car drivers – Responsible, steady drivers to fill roles driving various course cars during event. Would-be 'rally drivers' need not apply! These jobs require excellent driving skills, judgement, self control and a level headed approach to responsible roles in driving loan cars on various roles. High speed driving is NOT required, nor permitted.

Contact Bob Carpenter. Telephone: 07 5446 3777 email: rally@suncoastclassic.com.au

BSCC Board

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Touring Road Events	John Colvin
Off-Road	Craig Porter
Rally	Craig Porter
Magazine	Brad Smith

Contact us

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

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Club: bscc@ozemail.com.au

Magazine: bfsmith@westnet.com.au

www.bscc.asn.au

Clubrooms

The Clubrooms of Brisbane Sporting Car Club are located at 1/206-208 Montague Road, West End and are open every second Wednesday night from 8pm onwards.

Welcome to new members including:

Rex Anderson
Andrew Weekes
Alan Staib
Chris Russell
Joe Russell
Stephen Renshaw
Gemma Myers
John Myers
Lorelle Greenwood
Stephen Tonna
Joseph Brennan
Robert Perren
Kent Lawrence
Christopher Nunn
Adrian Bukmanis
John Ahern
Simon Teed
Bruce Tyler

2007 BSCC Events

May 12, 2007	Solvix Touring Road Event
May 26, 2007	Philcomm Rally
June 16	Round 2 KCF Rallysport Short Course Rally
July 28, 2007	Queensland Challenge Touring Road Event
August 16, 2007	Round 3 KCF Rallysport Short Course Rally
October 13-14	Australian Off Road Championship
November 10, 2007	Recovered Resources Forest Rally
December 1, 2007	Goodyear Classic Rally

Business Directory

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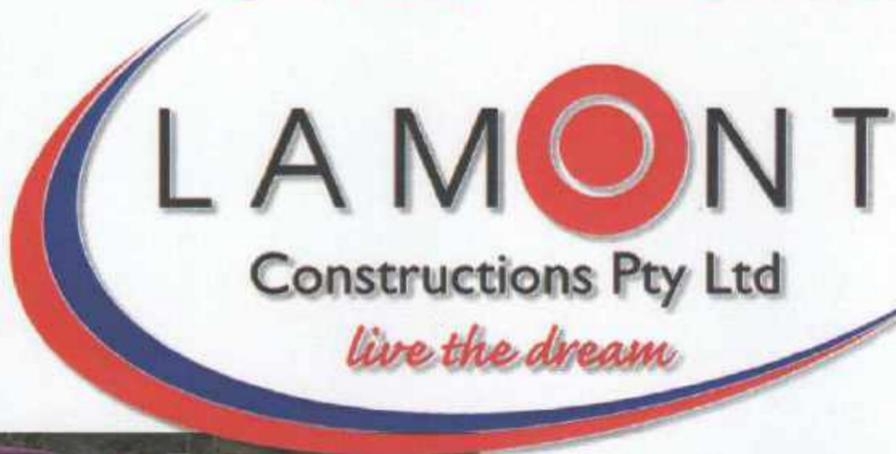
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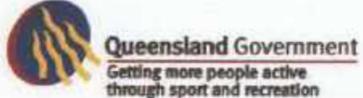
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BEAUREPAIRES GOONDIWINDI 400 14/15 October 2006

Round 5 of the 2006 Australian Off Road Championship
Round 2 of the German Autos 2006 Queensland Off Road Championship (Long Course)
Round 7 of the 2006 Queensland Off Road Drivers Series

by Rod Sams



The Luxurious HQ accomodation

Brisbane Sporting Car Club and Goondiwindi Motorsport Association again joined forces to run this year's event. The members of the Goondiwindi Motorsport Association were busy improving the facilities at the headquarters location. This included increasing the size of the pits and improving the headquarters and spectator viewing amenities.

As in the past we have received a great deal of support from businesses in the Goondiwindi area to set up and run the event.

One major change to the event was we welcomed on board a new sponsor – Beaufort Goondiwindi. Paul Campbell, Dealer Principal has been actively involved in the sport for some time and was happy to be the major sponsor this year. It is hoped his support will continue into the future.

This year the event also had a new director in Craig Porter while I took on the role of event secretary. While Craig has been involved in the event for a number of years it was his first foray into running an off road event. While there was a steep learning curve I believe he managed very well.

In response to try and alleviate the dust problems for the competitors it was decided to implement an innovative approach by running competitors a lap at a time. This allowed for an increased gap between starting cars and allowed slower cars to get ahead of the faster cars.

While the changes were well received by the competitors it did require a lot more rigor at time controls and a lot more work for the scorers.

A high quality field of 48 entries were received with competitors coming from afar a field as Perth and Alice Springs. The National Championship was set to go down to the wire with the bonus points on offer for the final round. Many were still in with a chance to take the outright and various class titles. Rentsch had a two point lead over Buddy Crowe with Eric Phillips and Hayden Bentley, both only six points in arrears.

A number of officials arrived at the track early on Friday and set about putting together the finishing touches to the headquarters and Pit areas. This year we had the luxury of air conditioned huts as headquarter accomodation. A fact much appreciated by those officials who worked at headquarters.

Official proceedings started with scrutineering on Friday night which was moved to a new venue at Callandoon Street, closer to the centre of town. This provided a good opportunity for the locals to come and see the cars and meet the crews. Despite some chaotic parking problems, the size some transport rigs have to be seen to be believed, everything went off well with a good crowd of people in attendance.



Peter Clydesdale counts down Copeland

First order of the day on Saturday was the running of the prologue to determine section start times. The top ten competitors than ran in the "Top Ten Shootout" to determine their starting order.

Shannon and Ian Rentsch (Car AUS1) with 6m 34.29s was the fastest competitor after the Prologue and Top Ten Shootout. Mark Burrows and Michael Shannon (Car 121) in 6m 35.23 s were second followed by Hayden Bentley and Bill Chivell (Car 118) with a time of 6m 48.55s. Bruce Chapman and Gary Weatherley (Car 117) were fourth with Joe and Kim Bulmer (Car 1126) fifth and then Terry Rose and Dave Hartwig (Car 111). Brian and Travis Robinson (Car 184) from WA were seventh. Brad Prout (Car 902) is eighth with Cameron McClelland and Greg Harris (Car 254) next. Russell and Judy Hartnett (Car 107) rounded out the top ten.

Following the running of the Shootout crews were allowed to undertake a reconnaissance of the main track. This year the track was extended in length to be just on 50km long. The track included a mixture of terrain from fast open sections, rough tight sections and the infamous melon holes. It was dry and very dusty.

Section 1 of three laps commenced at 12.30 pm with the cars away at one minute intervals. Shannon Rentsch was the leader of the Beaurepaires Goondiwindi 400 at the completion of section 1 with a time of 1h 41m 31.52s. Bruce Chapman held down second place in 1h 44m 30.50s from Hayden Bentley in third with 1h 45m 09.57s. Terry Rose had a good run to be fourth. Eric Phillips and Brendon Hayto (Car 196), also from Western Australia, made up time and finished the section in 5th place. Colin Hunter and Browyn Humphrey (Car 801) was the sixth vehicle to have completed the section and were followed in by Mark Burrows who pitted on the last lap to change a flat tyre.

The best of the Class 2s was Matt Hanson and Luke Gladman (Car 284) from the Warialda crew of John Batchelor and Darryl Ellison (Car 296). Michael Bennett and Travis Milburn (Car 355) had small dramas but completed the section. Greg Campbell and Hanz Zettl in the Porsche 911 (Car 475) lead the Class from Robert and Bernard Gwyne (Car 441), who had made the trip from Alice Springs. There were no finishers in Class 5. Geoff Pickering and Glen Watson Car 701 were the best in Class 7. It was a zero result for Class 9 as well with none of the six entries finishing.

Among the retirees were the Robinsons were forced to retire with a broken throttle cable. Brad Prout had engine problems and did not complete the section. Jason Telford and Marilyn Emmins (Car 540) were out of with a failed wheel bearing. Paul Richey and Michael Newson (Car 570) did

not start. The Bulmers were out with steering problems. Cameron McClelland suffered to gearbox failure while Trevor Copeland (Car 901) failed to finish the section after running out of fuel approximately 4k from the finish line. In all 27 crews finished the section.

A number of crews would be able to affect repairs overnight to be able to restart Section 2 on Sunday morning.

Saturday night allowed most people a chance to unwind and relax. Most of the officials from Brisbane met at the Caravan Park to take in the local entertainment and have a chat and a few drinks.

Shannon Rentsch "cruised" around to win Section 2 with a time of 1h 40m 30.19s. That is if you call driving consistently smooth and fast, cruising. Rentsch has a 3 minute lead over second placed Bruce Chapman after this section. Eric Philips has made up time and finished third with Terry Rose fourth and Buddy Crowe recovering from his bad prologue on Saturday was fifth. Justin and Melissa Watt (Car 2208) were the fastest Class 2 for the Section however Mat Hanson still led Class 2 overall. The only Class 3 entry Michael Bennet did not start the section.



Matt Hanson
the Class 9 flag to finish seventh outright.

Greg Campbell continued to lead in Class 4 after Robert Gwyne lost time with flat tyres and Paul and Fay Grant (Car 405) suffered with engine problems at the start. In Class 5 Jason Telford completed the three laps after fixing his wheel bearing problem overnight. Geoff Pickering continued his dominance in Class 7. Robert Chapman and Darren Orr (Car 835) struggled with mechanical problems to complete the three laps however were unfortunately out of late time. Trevor Copeland carried

Hayden Bentley did not start the section due to gearbox problems on the start line. Colin Hunter was out of the event with front differential problems. Laurie and Janelle Svenson's (Car 144) woes continued. Having failed to finish on Saturday they were sidelined from the event with rear suspension problems.

The final section was run over two laps. Shannon and Ian Rentsch (Aus 1) made it a clean sweep to win the section to be crowned the winners of the Beaurepaires Goondiwindi 400. Their time for the event was 4h 29m 45.22s. Chapman finished the section in fourth place to be second outright in a time of 4h 37m 46.85s. Eric Phillips was seventh for the section and third outright in a time of 4h 46m 00.21s. Terry Rose and David Hartwig from Warialda finished fifth home giving them fourth outright with a total time of 4h 47m 05.61s. Buddy and Kerry Crowe (1104) struggled with dust all weekend after starting down the order but finished fifth outright with a time of 4h 49m 55.68s. Mark Burrows and Michael Shannon recovered well from the tyre dramas yesterday to finish second in the section and sixth outright with a time of 4h 53m 27.17s.

Matt Hanson and Luke Gladman were the winners in Class 2 with a time of 5h 01m 15.53s. Second in class went to Justin and Melissa Watt in 5h 04m 35.03s. Greg and Allison Campbell were the winners of Class 4 in a time 5h 18m 03.89s. Second went to Bernard Gwyne and Wally Francombe 5h 53m 38.36s. Gavin Miclke and Matt MacKerihan (Car 424) were third in class with 6h 02m 55.98s. In Class

5 Jason Telford and Marilyn Emmins (540) circulated trouble free to take the honours. Geoff Pickering and Glen Watson were the Class 7 winners after struggling in the dust for most of the day. Trevor Copeland, while not featuring in the final results, was third fastest for the section.

Shannon and Ian Rentsch are the 2006 Australian Off Road Champions. Their victory at the event sealed the title for them. They gained 30 points for their win which gave them a total for the year of 70 points. Eric Phillips received 18 points for his third place giving him a total of 52 points for the year. Buddy & Kerry Crowe finished every round of the 2006 championship gaining points at every round but they are required to drop their worst result which was sixth outright at the Finke Desert Race in June for a total of 44 points. Congratulations go to Shannon and Ian on their championship win making it the third year in a row they have been AUS 1.



Max Burrows

On behalf of the organising committee I would like to thank those involved. Although there are too many to mention individually I would like to mention a few. Firstly I would like to thank our property owners and sponsors without their generosity we would not have an event.

Tony Brasington and the Goondiwindi crew put a huge amount of work into providing the HQ and Pit facilities and setting up the track. Andy Clark, after inspecting the track, said it was the best marked and set up of the Championship Series. Thanks go to Ian Hollis and Michael Napier for looking after the track all weekend. The Pit area worked the best it has for any event we have run.

Thanks go to Wayne Colman and his recovery crews who were ably directed by Peter Whalley and Scott Coleman. The Monitor Point crews under Peter Millear and Larry Littlewood kept track of everyone during the event. Owen Anderson made the trip from Victoria to help manage the Pits. Trevor Worthington also came up from Albury to help. I would like to thank all those BSCC members and supporters who made the trip to Goondiwindi to help.

In closing I would also like to thank the Cannells and Wes Depper who did the timing, Rusty and Jodie Bell for the entertaining commentary and a special thanks to Margaret and Keith Mackay and Dorothy Collingwood for doing the scoring. The new running format added greatly to their work load.

Of course I must not forget Craig Porter, I am not sure if he was fully aware of what he was letting himself in for in taking on the director's role. Off road people are different to Rally people aren't they Craig - well done.

After the event the awards presentation was held at the Great Western Motel where celebrations continued into the night. In all it was a very successful event. Building on past experience the organising committee were able to make it all happen. I believe the new running format has set a benchmark for those events which have to contend with dusty conditions. While there were some teething problems it worked well. I would like to thank the CAMS officials and Stewards for their support in implementing the changes.

Of course it took the efforts of a large number of people to make the event the success it was. On

Fulcrum Suspension Coastal Challenge 2007

Message from Clerk of the Course

Hello all. The 2007 Fulcrum Suspensions Coastal Challenge came earlier this year, but that didn't stop the competitors from showing up eager to run. The numbers this year were lower than previous years, but I think that just provided better value for those who attended. Please find several spreadsheets attached detailing the results.

Once again, we employed a two day format, with only one crew not able to compete both days. We managed to sort out the Friday night parking issues from the previous year, and 10 cars represented this event at Cooloom. We also had the chance to run as the curtain raiser to the Rally Queensland field at Nambour Showgrounds, and I think all competitors enjoyed themselves here. I know the crowd certainly appreciated the antics of Fook Seung Lee/Pauline Thompson in their Toyota Corolla. We were also pleased to see a few first time crews enter, finishing and appearing to have fun.

On the volunteer front, it was a sterling effort by David Mitchell (sweep), Laurie Garth (Boondall), Rod Sams (Lakeside, Corbould Park), Marc Zande (Corbould Park), Dick Owen (vracs, Glasshouse Mountains, SurfAir), Ian Ferguson (Pomona), Graham Bigley (Pomona, Eumundi), Jamie and Pauline Macfarlane (Gympie) and John Tait (Lakeside) to ensure that the event ran on time. It's often taken for granted that these people give up their time and petrol to drive long distances and stay overnight to keep our competitors happy. We also need to thank John Tetley and his staff at Queensland Raceway for being extremely accommodating, and John Tetley for personally driving out to Lakeside to open and lock the gates for our use. We look forward to what John and his team will bring to Lakeside. The Roadcraft driver training facility in Gympie is also available for rent by clubs etc, and the staff at Roadcraft were extremely easy to deal with and supportive of its use.

The results:

Overall, we see a mostly new podium. The Mazda MX5 of Rhys Keepence/Josh Armstrong ran strongly for both days to be outright winners. Troy Moffitt/Belinda McLeod in their Nissan 180SX finished second (with only minor scarring) and the perennial bridesmaids, Jeff Rowse/Beth O'Donnell brought their MX5 home in third.

Driver's points had Rhys Keepence/Josh Armstrong and Anthony Cox/Peter Cox (Evo 3) in a tie for first on 401 points, with Jeff Rowse/Beth O'Donnell close in third on 404 points after leading at the end of day 1.

The map readers/pointers performed extremely well this event, and we saw Josh Armstrong/Rhys Keepence blitz the field with 3 minutes of late time their only penalty over the two days. Second was Belinda McLeod/Troy Moffitt with no time penalties but one missed VRC and third sat Beth O'Donnell/Jeff Rowse on 49 points missing one VRC and 19 minutes of late time.

Friday had Rhys Keepence/Josh Armstrong first, Richard Chasling/John Keen (Peugeot 205GTi) second and Jonathon McGowan/Simon Grounds (Subaru WRX) third.

Saturday honours went to Rhys Keepence/Josh Armstrong, with Troy Moffitt/Belinda McLeod second and Jeff Rowse/Beth O'Donnell third.

The trophy presentation will be held in the BSCC Clubrooms, Montague Road on **Wednesday at 8:00 pm** on April 18th. Food will be provided at the conclusion of the presentation, after a kind gesture of a substantial discount from one of the competitors who works for Pizza Hut.

Thanks to Fulcrum Suspensions for their support. The Fulcrum course car (Barry & Sean in the Tein stickered Toyota MR2) and Fulcrum car # 2 (Darren & Brendan in their Mitsubishi Galant VR4) appeared to enjoy the event. Car 2 appeared to enjoy it too much and ultimately suffered mechanical problems at the start of day 2. The MR2 though surprised everyone including themselves by placing third fastest on the Nambour Showgrounds test. Should you need suspension parts, advice or work, call Fulcrum and they will be able to help.

In conclusion, an event like this cannot run on its own. Many thanks to the road crews, control teams, test officials, stewards and ARC workers who contributed to what was hopefully an enjoyable couple of days for all.

The next events are the Solvix Touring Road Event on May 12 and the Queensland Challenge in late July. Supplementary Regulations will be available from the BSCC web site in due course.

Ted Looi
For Clerk of Course

**2007 Fulcrum Suspensions Coastal Challenge
Results - Two Day Competition, Friday Saturday Combined**

Car No	Driver	Co-Driver	Cst Chal Class	Friday			Saturday			Total			Position			
				Driver	Nav	Total	Driver	Nav	Total	Driver	Nav	Total	Outright	Class	Driver	Nav
1	Fook Seung Lee	Pauline Thompson	2	282	110	392	146	20	166	428	130	558	10	2	9	10
2	Brendan Taylor	Darren Drury	4	286	356	642	396	1080	1476	682	1436	2118	16	5	16	16
3	Darren Barton	Megan Jones	3	274	72	346	155	67	222	429	139	568	11	7	10	11
4	Thomas Barton	Traute Barton	3	306	71	377	173	127	300	479	198	677	13	8	15	12
5	Doug Matthews	Paul Ki Lizio	2	307	104	411	165	180	345	472	284	756	15	3	14	15
6	Barry Huntington	Justin Huntington	4	303	93	396	162	120	282	465	213	678	14	4	13	13
7	Al Kelly	Erin Kelly	4	266	40	306	149	77	226	415	117	532	8	2	6	8
8	Anthony Cox	Peter Cox	4	258	45	303	143	180	323	401	225	626	12	3	=1	14
9	Craig Newell	Gordon Williams	3	286	50	336	159	62	221	445	112	557	9	6	12	7
10	Troy Moffitt	Belinda McLeod	3	266	30	296	142	0	142	408	30	438	2	2	4	2
11	Chris Hollingsworth	Bob Hollingsworth	4				154	66	220							
12	Jonathan McCowan	Simon Grounds	4	265	30	295	153	41	194	418	71	489	5	1	7	5
13	Jeff Rowse	Beth O'Donnell	3	255	41	296	149	8	157	404	49	453	3	3	3	3
14	Tony Cox	Tammy Atkinson	3	270	67	337	161	33	194	431	100	531	6	4	11	6
15	Ryhs Keepence	Josh Armstrong	3	261	3	264	140	0	140	401	3	404	1	1	=1	1
16	Peter Steinback	Andrew Whittaker	3	267	91	358	144	30	174	411	121	532	7	5	5	9
17	Richard Chasling	John Keen	2	268	0	268	152	60	212	420	60	480	4	1	8	4



Phoenix 350 Rallying

Sponsored by: **OzTec 4x4 Suspension**



The Team Support Crew

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Driver: Jamie Macfarlane

Cameron Wedding
Craig Archer
Pauline Macfarlane

Vehicle Prep'

Craig Archer
Dwayne Hodge
Jamie Macfarlane

Hello everyone,

Well we had a hard fought five round Silverstone Competition Tyres Gemini series in 2006, with a couple of hiccups along the way.

An electrical fire (caused by the ripped out exhaust) spoiled (Round 1) Philcomm Rally Benarkin for us. We made amends at (Round 2) KCF2 winning 5 out of 6 stages giving us the event win by 125 seconds, and backed that up with being the fastest in class P2 at the non championship event at Urbenville. Round 3, KCF3, hiccup number 2 was me getting some ambitions and capabilities mixed up that caused us to lose about 15 minutes in a competitive stage digging the car out of it's dry bogged situation, it's good thing we carry a spade in the boot. We finished the event but in last place, so not too many points gained there.

Round 4 was the Goodyear Auto Centre Classic at Gallangowan on September 9th, the day after the tragic death of my greatest motor sport hero, Peter Brock, at Targa West in WA.

This started the event off in a very sombre fashion for me and the stage times reflected that lack of enthusiasm, down by 42 seconds to the quickest Gemini after just 2 stages it was time to snap out of it! The remaining three stages were not quite long enough to recover the lost time, so we finished in second place, only 2 seconds in arrears. (missed by THAT much!)



We went into Round five, The Recovered Resources Rally at Cooloola with a 2 point deficit for the championship so we had to win on the day or no Championship for us. We also had a handshake deal for the sale of the Phoenix to Myles & Emma Frost, providing it was still in saleable condition at the end of the day.



At the first service break after three special stages, Pauline had been checking the score board and advised us we already had a lead of over 2 minutes on our nearest rival so "take it easy" was the general advice. Take it easy? Yeah, yeah o.k. yeah good no problem.



(Winners are grinners)



(Those special all weather Silverstone tyres are great)

It seems we made the best of the wet and slippery conditions finishing 5 minutes and 53 seconds ahead of our nearest rival, and kept the car in saleable condition, much to it's new owner's relief I suspect.

The end of an era for us in rallying, and a happy ending indeed.

Thank you to all who helped make it possible, particularly Pauline who pretended not to notice how much money got spent in the process, and Craig who's welding & fabrication work ensured the car was strong enough to go the distance. Cameron for his work as Service Guy so I didn't have to get my hands dirty during events, and the wonderful Larisa for her excellent co-driving skills and for always being supportive, even when things did not go exactly to plan.

What next for Larisa and Jamie?

A V8. Now that should be fun then!

Take 1 genuine low kilometre Granddad Pack Commodore VS 5.0 litre and just add money, simple really!

So tidy it is almost a shame to do what we are about to do to it. Almost.

It won't see action till late in 2007 as starting with an ordinary road car means lots of work and about \$3.50 to turn it into a rally car.



Stay focused, remember, lots of fun to be had !!!!



Slowly it takes shape

A big tip for preparing your next rally car, Dry Ice pellets freeze that black tar sound deadener so it smashes up real easy for removal. Check the size of the frozen tar chunk, no wonder I look happy. Reduced about 2 days' work to around 3 hours.



About 20kg of it came out!
We replaced the weight saving with several metres of steel tubing so the diet is not working.
I think she will be a size 16 in rally trim.
She's not fat, she's just big boned!



Dismantling the dash, I started to wonder if this was such a good idea after all! Look at all those wires, OMG where do they go?

It has consumed many hours of sometimes frustrating work and there many to go, but thinking of the fun we will have punting the finished car around in the forest makes it all worth while.

Cheers

Jamie





**KCF
RALLYSPORT**

KCF SHORT COURSE SERIES RD 1Rod Sams

The 2007 Rally season got off to a flying start with the running of the first round of the 2007 KCF Short Course Rally Series on Saturday 3rd March. It was good to be able to welcome Keith Fackrell on board again as this year's series sponsor.

Following on from the previously tried and tested formula the event was again based at the Jimna Sports Club and run over two stages in the Ponderosa and Monsidale areas.

A good field of 37 crews made the trip up the hill for a fun day in the forest. While there were many familiar faces it was encouraging to see a number of new competitors on the entry list. This augurs well for entry numbers for later events this year.

A number of crews were using the event as pace noting practice and a shake down for the up coming ARC event at the end of March.

Scrutineering was held at KCF at Kipparing on Thursday night. A BBQ was provided for all officials and competitors. Cate and crew were kept busy keeping all well fed.

After the Pace Noting runs Glenn Brinkman/Steven Richardson in Car 1 (EVO5) were first away and set the time to beat. They finished Stage 1 in 12 seconds in front of Bruce Fullerton/Hugh Reardon-Smith in Car 5 (EVO6), who in turn, finished 2 seconds in front of the 240K of Dave Gaines/Nikki Doyle.

The first time crew of David Claes/Jaye Roberts added a bit of excitement to their event when they rolled their Volvo a few hundred metres into the 1st stage. Fortunately they were uninjured and the Volvo lived up to its robust reputation and once returned to an upright position continued in the event.

Of the thirty seven starters thirty six crews finished the two Heat 1 stages. Heat 2 saw the demise of the Datsun 1600 of Brendan Mole/Simon Teed with flywheel problems. Jamie and Noel Lawson retired their RX7 with a broken gearbox. Craig Agio/Therese Feldman's Celica suffered fuel problems while birthday boy Bruce Fullerton retired early to party.

Richard Galley/Barry Burr ended upside down in their Datsun 260Z. The crew suffered only dented pride while the car suffered some panel damage.

This left twenty eight competitors to contest the final stages in Heat 3. All starters managed to make it into the final regroup making it a good finishing rate for the event.

When it can time to deal out the spoils the outright positions were:-

- 1st Car 1 Glenn Brinkman/Steven Richardson (1998 EVO5)
- 2nd Car 2 Matt Van Tuinen/ Alan Stean (1996 Subaru)
- 3rd Car 8 Ralph French/ Fred Schotte (1996 Subaru)
- 3rd Car 7 Dave Gaines/Nikki Doyle (1975 Datsun 240K)

Yes after six stages and 40.04 minutes of competition nothing separated Car 7 and Car 8.

The Classes were won by:-

- PN1 Car 26 Alan and Erin Kelly (1970 Alpine Renault A110)
- PN2 Car 38 Tony Scott/Fook Sueng Lee (1982 Toyota Corolla DX)
- PN3 Car 16 Chris Wedding/ Michael Lasijczuk (1907 Datsun 1600)
- PN4 Car 3 Ian Menzies/Robert McGowan (1998 Ford Falcon)
- PN5 Car 1 Brinkman/Steven Richardson (1998 EVO5)
- PN6 Car 9 Allan Clunes/Gavin Wieland (1994 Mazda 323 Hatch)
- Classic Car 7 Dave Gaines/Nikki Doyle (1975 Datsun 240K)

Following the trophy presentation a small award was presented to Henry and Pauline Thomas. Henry has been one of the main foresters we have been dealing with over the past few years. Without his support and assistance the series would not have been the success it has been. While Henry has "officially" retired he will be remaining in Jimna for a little while yet and will continue to support the series. Certainly without the support of people like Henry and the people from Jimna we would not be able to enjoy our sport as we do now.

From my perspective the event went very well. This was due to the efforts of the organising team and those officials who assisted on the day. In particular I would like to pass on a special thanks to Craig Porter who did the hard work in putting the event together in the weeks leading up to and on the day. It was certainly a pleasant surprise to have sufficient officials to fill all the jobs required. In fact we had seventy one officials sign-on on the day. Almost the same as the number of competitors we had. On behalf of the organising committee and the competitors we owe them all a big thank you.

In closing I would like to wish everybody well for the 2007 rally season and hope to see you at the next KCF round.



Warialda Off Road 200 - 16th -17th September 2006 by Rod Sams

The Warialda Off Road 200 race tradition continued with the running of the 5th round of the New South Wales Off Road Championships on the 16th -17th of September. This year's field was one of the best in many years. Not only was there a near record entry of fifty-seven crews from around the country, but also, many of the top off road vehicles in the country were entered. The entry list included sixteen Class One and an impressive twenty-three Class Two entries. Twelve of the crews entered were from Queensland.



The event again was based at Brian and Bev Basham's property "Monomeeth" with the Pits and Headquarters over looking much of the short course circuit. Scrutineering on Friday night provided crews with an opportunity to meet and greet. Being next door to the Royal Hotel provided everyone a chance to sample the great Warialda hospitality. The beer really did not have anything to do with of course!!

With the final scrutineering completed in town on Saturday morning everybody moved to the track where the serious action was to take place. The event format was the same successful one that has become the trademark of the event over the years. Competition started with a prologue to determine the starting order for the two short course sections to be run on Saturday.

Last year's winners Bruce Chapman and Gary Weatherly (Car 117) were out to show they were the ones to beat again this year by setting the fastest prologue time of 3m 39s just 2 seconds in front of local favourites Terry and Howard Rose (Car 111). Darren Stocks in his Toyota powered Class 9 buggy (913) rounded out the top three spots a further three seconds back. Darren Spokes (Car 216) showed good speed to be fourth and within ten seconds of Chapman's time.

Chapman again showed the way in the first of the short sections taking just 11m 28s to complete the three laps of the five km circuit. Stocks finished just 4 seconds behind him. Rose was a further 2 seconds back in third. Laurie Svenson and Derrick Kennedy (Car 144) trailed Rose by 1 second to be fourth. The Goondiwindi team of Joe and Kym Bulmer in Car 1126 rounded out the top five positions.

The second short course section saw Chapman consolidate he lead with a time of 11m 25s. Tony Fehlhaber and Gary Howell (Car 138) were second 11 seconds behind.

The Bulmers followed in third position with Svenson and Buddy and Kerry Crowe (Car 1104) recording the same time of 11m 48s filling the next two spots.



After the completion of the second short section the crews had the opportunity to do a reconnaissance of the long course in preparation for Sundays racing. Saturday night saw the crews again avail themselves of the Warialda hospitality.



Sunday morning saw the action start with the running a third short section. Rose shortened the odds in the betting by winning in 11m 42s from Chapman in 11m 48s.

The Warialda crew of Billy Coote and S Warrener (Car 284) were third from Dave and Gary Bennet (Car 242) and the Bulmers. Start order for the two long course section was determined by the combined times recorded for the best two short sections. The stage was set for a great battle to the finish.

The Class 1s dominated the top spots with Chapman and Rose at the front of the grid they were followed by Svenson and Bulmer. Stocks in his Class 9 buggy was next beside Fehlhaber. The Crowes were paired with Ashley Mowbray and Michelle Brooks (Car 249) one row back.

As Chapman and Rose left the line the battle was on in earnest with Chapman leading the way. Unfortunately Chapman was to strike mechanical problems that put him out of the event leaving the way for Rose to take the lead. Incredibly after three laps of the twenty five kilometre circuit he and Svenson were to finish in a tie for first with a time of 1h 1m 27s. The Crowe crew were going well to finish in 1h 2m 35s just 16 seconds in front of Fehlhaber. Spokes in Car 216, while having problems in the short sections which were to exclude him from the final results, had a great drive to record a time of 1h 3m 13s to be in fifth spot. He was followed by the Bennetts a further 1m 1s back.



The final long section was reduced to two laps with Spokes recording the best time of 40m 34s from Rose with 40m 46s just 2 seconds in front of Fehlhaber. The Crowes were forced to retire in sight of the finish. The Bulmers continued to run consistently to finish fourth from the Bennetts. In all 33 crews completed the whole event which was a better than usual finishing rate. Laurie Svenson was lucky to finish having suffered rear suspension failure in sight of the finish line but managed to get the Stealth buggy home in seventh spot in the section.

Rose had finished in front winning the event in 2h 5m 29s. Terry's win proved to be very popular with the large number local supporters in attendance. It was well deserved breaking a series disappointing results over the past few years. Svenson had put done well enough in all sections to finish second with a time of 2h 6m 30s. While Fehlhaber finished consistently to be third in 2h 7m 24s. The Bulmers finish fourth in 2h 9m 10s. Bennett led the Class 2s home in fifth O/R in 2h 9m 46s

to win from Mowbray in sixth O/R with a time of 2h 10m 56s. Third in Class 2 and eighth O/R were Peter and Richard Skaza in Car 283.

First home in Class 3 was Jeff and Holly Thomas in Car 352 whose time of 2h 12m 17s saw them in ninth O/R. Anthony Fittler and E Rosten (Car 367) were second in Class and twenty first O/R. They were followed by the ladies team of Katherine Welling and Elizabeth Lee in Car 358.

The combination of G Mickle, I Irons and G Spizzo in Car 424 were the only survivors in Class 4. There were no finishers in Class 5 with the only entry of Josh Honner and Mike Germany failing to complete the last section in their Datsun. There were no finishers in Class 7 with the only entry of Bevan Michel and Louise Stelter (Car 711) having problems in the long sections in their Niva.

Doug McMillan took seventh O/R on his way to winning Class 9. Murray Bignall (Car 996) was the only other finisher in the class took second place.

The final action on the day was the running of the “Dash for Cash” over five laps of the short circuit. The handicap event was open to the ten fastest finishers of the event. Svenson and Kennedy had to withdraw early when a rock from a car in front smashed into the visor on Derrick's helmet. The impact pushed the visor back into his eye. Fortunately there was little damage once the blood was cleared away although Derrick had a shiner for a couple of days.

Overall the event ran very well and was enjoyed by all of the competitors. The event organisation has been passed to the next generation in the Warialda Club and they have learnt well from their predecessors. The community support has continued to be very good which bodes well for the future of the event.



The Finishers

the



Pines

Pineapples



& Peaks

The Pines, Pineapples and Peaks Touring Assembly --- Rod Sams

February the 17th saw the running of the first mapping event run around Brisbane for some time. Organised by the members of the re-vitalised Northern Districts Sporting Car Club the event was directed by Laurie Garth.

Laurie has returned to Brisbane after an absence of several years and has been an enthusiast of historic rallying for many years. Having been involved in running many events in Victoria Laurie was keen to run a mapping event here on his return.

When Tony Best asked me if I would like to drive for him in the event I was quite happy to accept, although it has been some time since I had actually competed in an event.

It was a small field of ten crews who made their way to the Apex Park at Caboolture for the 10.00 a.m. start. Once we were given our instructions Tony was hard at work plotting the course on the various maps provided. The event was divided into two sections with the second section being a non-compulsory section in forests around Beerburrum.

While the navigation was described as relatively 'simple' there were a couple of tricky sections to keep everybody on their toes. Once we left Caboolture the course wound its way north to Nambour through the scenic hinterland behind the Sunshine Coast before making its way back towards the finish at Deception Bay.

Tony, being an old hand at mapping events, made fairly easy work of the navigation and kept us on course pretty well all of the time. We managed to find the passage controls manned by Dave Gaines and the Dillon crew.

I did enjoy the forestry section. We negotiated it without any problems. I now know why it is impossible to run events in the Beerburrum forest. There are now so many houses abutting the forestry that controlling people would be impossible.

The route was just over two hundred kilometres long and we made it to the finish within the late time limit. The finish was at the Fackrell's residence where all competitors and workers enjoyed a few drinks and a BBQ.

Once the results were tallied Tony and I had taken first place from Peter Stringfellow and Brian Kreiger. In all a very enjoyable day for which I must thank Tony for the drive and Laurie and the members of the NDSCC for all the work they put into running the event.

Laurie has indicated that NDSCC will be running similar events in the future.

	Driver	Navigator	Total	Class	Class	
1	Rod Sams	Tony Best	30	Experienced	First	
2	Peter Stringfellow	Brian Kreiger	210	Experienced	Second	
3	Tim Dillon	Graeme Offer	210	Experienced	Third	
4	Ted Looi	Jackie Looi	270	Experienced	Fourth	
5	Phillip Scharf	Dave Scharf	480	Experienced	Fifth	
6	Rod Davis	Nikki Doyle	480	Experienced	Sixth	
7	Ian Fettes	Malcolm Spider	780	Novice	First	
8	Cate Kelly	Erin Kelly	900	Novice	Second	
9	Nathaniel Dillon	Andrew Dillon	480	Novice	Third	OILT
10	Simon Mc Dermont	Brendon Taylor	900	Novice	Fourth	OLT

2007



SOLVIX CHALLENGE

WHAT?

A Touring Road Event of about 200 kms around the roads of South East Queensland based on the format of the Motorshow events with simple navigation.

WHEN?

SATURDAY 12th May 2007

WHO?

The event is open to all road registered vehicles. Each crew must consist of at least two people. Families and first time competitors are welcome. The event is designed with simple instructions to cater for all levels of experience.

WE NEED YOU!

Event regulations will be available soon. If you wish to compete please register your interest by contacting the BSCC by phone 3846 0233 or by email bscc@ozemail.com.au.

If you do not wish to compete but would like to help with the setting up of the event or it's running on the day your assistance would be greatly appreciated. Please contact the Club.

BSCC would like to thank John Colvin from SOLVIX IT SOLUTIONS for his support of the Event

Presented by the Brisbane Sporting Car Club



Warialda 200 - 2006 Winners



Howard Rose/Sam Egan/Terry Rose
Car 111 - 1st Outright 1st Class 1

Laurence Svenson/ Derrick Kennedy
Car 144 - 2nd Outright 2nd Class 1



Tony Fehlhaber/ Gary Howell
Car 138 - 3rd Outright 3rd Class 1

Great Start for Full-On Rallysport 2007 Coates Rally of Queensland Report

Full-On Rallysport had an excellent start to their 2007 season, competing in the rally.com.au Challenge in the first round of the ARC at Coates Rally Queensland. After a shakedown at the first KCF Rallysprint of the year, they debuted the team's new car, a Mitsubishi Lancer Evo 6, at Coates Rally Queensland with great success. The team of Bruce Fullerton and Hugh Reardon-Smith improved significantly on their speed from the 2006 event, when they were in a WRX finishing the rally in 10th overall over the 2 heats, and 8th in the ARC for registered points scorers. The whole team is all fired up now for the remainder of the 2007 season.

Heat 1

The first 3 stages of the event were amongst the most challenging to the west of Kandanga, and Bruce and Hugh emerged already in 10th outright having set times around 1 second per km faster than in 2006. The car performed faultlessly and felt strong, with only a standard service required by Rob and Richard. The Cutters group of stages saw the team climb to 9th outright, having a ball through the spectator stages, before rising to 7th outright over the last 2 stages. This was the highest ever finish by the Full-On Rallysport team in an ARC heat, and reflected the improved performance of the car and crew over these challenging stages. This result also saw the crew take maximum points in the rally.com.au Challenge, and 3rd outright in the Queensland Championship round. The stages were in great condition, and the officials as friendly as ever, so the team looked forward to heat 2.

Heat 2

The Nambour Showgrounds stage attracted an excellent crowd, and was a good way to start Heat 2. The team started Sunday with similar determination to Saturday, and again set strong times over the first 3 stages to be 12th outright at first service. They then rose to 11th outright, just 0.6 seconds off 10th, over the next 2 stages. But Cutters Long brought about their setback, as the sumpguard caught on rocks in a creek crossing and bent the back under the car, in the process damaging the oil cooler. There was no option but to

drive out of the stage and call in the service crew of Rob and Richard. This was where the excellent restart option came into play. The car was recovered, sumpguard removed and oil cooler repaired in time to tackle the final 2 stages. Thanks must go to CRO Andy Crawford for making the process so straightforward. So into the last 2 stages went the Evo 6, albeit without a sumpguard, having had to take a maximum time on just 1 stage. A naturally more circumspect run through these 2 stages saw the team finish in 14th on the road, dropping to 16th under the restart rules, but still salvaging valuable points in the ARC, privateers cup and the Challenge.

Coates Rally Queensland ran well with the BSCC team at the helm, and everyone enjoyed seeing the Ford Fiesta and Toyota Corolla S2000 cars for the first time, and didn't they sound terrific. There was a real buzz when these cars came through. The Full-On Rallysport team's next event will be the Philcomm Rally at Benarkin in late May, before rejoining the ARC in South Australia in August. Thanks must go to the support from Fullerton Financial Services, Prime Haulage and Pioneer Seeds.

*Hugh Reardon-Smith
13/4/07*



VALE PETER BAKER

It is with much sadness that we report the recent passing of Peter Baker. Peter had not been blessed with good health over the past few years and his condition had deteriorated over the last few months.

Peter was quite an active member of the Club in the late 1990s. During that time he was a member of the Board and in 1998 he took up the role of Club Captain. Peter was an active supporter of the events run by the Club and was a driving force in running the rally sprint series in the Beerburum forest. This series saw KCF Rallysport come on board as a sponsor.

Peter was also Club Champion in 1998. Peter will be remembered for his cheery disposition and willingness to help.

Our thoughts are with his family and friends at this sad time.

Upcoming Events

April, 2007

16-22	TARGA TASMANIA Tarmac Rally	www.targa.org.au
21-22	KHANACROSS McKinnons Property, Murgon	SOUTH BURNETT MOTORSPORT CLUB INC 07 5495 6248 graem.shae@bigpond.com
22	Historic Mount Cotton 2007 Mt Cotton Hillclimb	http://www.hrcc.org.au
28	BORDER RANGES RALLY Urbenville, Northern NSW	www.gctmc.org.au
29	Tighe CAMS Hillclimb Series - Rd 2 Mt Cotton Hillclimb	MG CAR CLUB OF QLD INC http://www.mgccq.org.au
28-29	QUIT FOREST RALLY Round 2 ARC, WA	www.rally.com.au
29	Autocross Round 4 Willowbank Park, Ipswich	Ipswich West Moreton Auto Club Inc http://www.iwmac.org.au

May, 2007

5	Mt Stuart Sprint Tarmac Rally 2007	Twin Cities Autosports Club Inc 07 4771 7928
5-6	- MORGAN PARK SPRINTS A Series Rnd 2 Morgan Park Raceway, Warwick	Warwick District Sporting Car Club Inc, 0408 718 866
12-13	CLIFTON RALLYSPRINT Sandy Camp, Clifton	www.aarg.org.au
26	BENARKIN RALLY Round 3 QRC, Round 1 Clubman Benarkin/Nanango	www.bscc.asn.au


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Extreme Motorsports for the months of April and May are holding a great competition for CAMS affiliated car clubs only. Purchase any item from our massive range of parts, apparel, competition suspension or competition hardware and you go into the draw to win \$1000 of Koni Racing Suspension or Murray Coote Automotive (MCA) Suspension.
 The winning doesn't stop there because the successful club member will also win \$500 in cash for their chosen car club. The more times you buy the more times you can enter.

197 Toombul Road, Northgate. Phone 07 3630 4377

Market Place

Wanted

Pair of rally spec VELO race seats in acceptable conditions for Cams requirements. Contact Cliff Brecknell. 07 3385 0174 or 0417 006 757.

Navigator interested in doing the Mount Stuart sprint tarmac rally in Townsville week end of the 5th/6th may need to have some pacenote experience and national/club rally license. Driver is Colin O'brien 20years competition experience arc/qrc competitor 1991-2000 class wins and r/ups.last 6 years competed in bitumen events/sprints in s/e Qld, the car is a 1988 turbo rx7. Built for targa NZ well prepared and sorted very reliable car with FIA fullcage. Cost of event for navigator is negotiable but wont be expensive. If anyone is interested please contact me on ph 46 670776, 0414 497296 or e-mail c.pobrien@bigpond.com.au

For Sale

1977 Celica Coupe \$700 Negotiable. Colour - White/Lt Blue, Model Ra23, Transmission – Auto Motor - 18R-C 1800cc (Good Condition, Runs well). 103870 Kms. Perfect car for a project restoration. New Carby and a Nice coat of paint is all she needs. Take as is Unregistered, A little work and she'll turn Heads. Contact Tony: 0405 610 215 or 0754 717875.

Toyota Seca Twincam 1987 AE82. Complete car less motor. Includes 4 wheel discs, mags, computer and other twin cam bits. Body fair condition. \$450. 4AGE motor available in May? Ph Andrew 3379 8302 (AH)

Toyota Seca SX 1990 AE93 wrecking. Suspension, 4 wheel disc brakes and master cylinder, doors (electric windows), liftback, interior, instruments, mags. Ph Andrew 3379 8302(AH)

Rally Community Support worthy charity.

At the Season 2006 Queensland Rally Dinner held at the Bronco's Leagues Club the rally community raised a wonderful \$1626.60 for this years adopt a charity the WICEN Radio group. Wicen are an part of many Rally, Off road and sporting events helping to supply scores and vital communications for the running of these events.

The generosity was also increased by 2006 QRC winning driver Glenn Brinkman donating his winnings of \$500.00 to the grateful WICEN representatives who attended the dinner. Previous charities that have benefited form the collective rally community have been the Mater Children's Hospital Renal Unit, Clear Mountain Rural Fire Brigade, Imbil SES all groups that support our sport.



Garry Bonner, president of Brisbane area WICEN group being presented by Errol Bailey on behalf of the Queensland Rally Advisory Panel.