



BRISPORT

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THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB



ALLSTAR TUNING SYSTEMS

Queensland Challenge

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Queensland Challenge Report

Ted Looi

July 28, 2007. As the sun sets and the dust settles, the last of the competitors drive off a lot more sedately than they arrived. Most looking extremely tired but having enjoyed the day taking in the sights on fantastic SE Qld driving roads during the navigational stages, and then donning the helmet eight times for eagerly awaited blats.

Even the 6.00am start out at a bitterly cold Queensland Raceway didn't quell the enthusiasm of 47 crew as they fronted to tackle this year's Allstar Tuning Systems Queensland Challenge. It was very ambitious to try and incorporate that many driving tests, and even more ambitious thinking that this event could get underway at 6.50am. Still with three quarters of the competitors scrutineered prior to the start, we had a chance.

Over the past few years, we have tried to maintain or improve the driving aspect of the

event, while also increasing the skill levels of the navigators. This year saw the crew not receive their instructions till a few minutes prior to their blast off time. The lure of a waiting racetrack was always going to test concentration in those minutes prior to the first test anyway.

After one lap of Queensland Raceway's sprint circuit, crews then faced a simple motorkhana test in the premises before a short drive to the Ipswich West Moreton Autocross facility for a lap. Once done, this signalled the time to remove those helmets and buckle down for a 100km navigation stage that tested some crews, but was traversed easily by others. (continued page 2)



Coates signs up for another three years!

Event Director Errol Bailey has advised that coates have signed up as naming rights sponsor of Rally Queensland for another three years.

"coates have recognised the value of being involved with such a prestigious event, and acknowledged the professional way BSCC has run the event for many years" Bailey said recently. "Not only have they increased the amount of sponsorship, they also plan to involve well known country & western

singer Adam Brand and his 'rock 'n rumble' concert as part of the Pacific Ford Shoot-out at the Nambour Showground" he said. Following extensive discussions with the Australian Rally Commission, the Maroochy Tourism Industry Advisory Board and the SurfAir Resort at Maroocha, , coates Rally Queensland will be held from 7th to 9th March 2008 and will again be the first round of the NEC Australian Rally Championship.

The event will include a Cere-

monial Start on the David Low Highway at Coolum, traditional rally stages in the Imbil Forest, the Pacific Ford Shootout at the Nambour Showground and the Podium Finish on the beachfront at Coolum.

" We are always looking for people to take on key roles on the Organising Committee" said Bailey "and anyone who is interested is welcome to contact me by email on e.bailey@capilano.com.au" he said.



Queensland Challenge Report

Back to the Willowbank precinct for an auto test starting at the finish line of the dragstrip and incorporating the return road, this test was done well by most. Another lap of the autocross circuit followed, and with one lap of this place already under the belt saw most teams go quicker even though more witches hats had been placed on the circuit to prevent the shortcut that crews were helping themselves to in their first run.

The next navigation section started from here, and 100km later ended at the Wivenhoe Spillway Common. This section took in some excellent driving roads, and only one crew found the right road through the township of Coominya. When they got to Wivenhoe, they faced their first run through the Spillway roadways, always an excellent driver's test, before retiring for a well deserved lunch break.

Just after 1pm, the cars were fired up again for a second run of the Spillway test, and again most were quicker than the first run through. Then the final navigation section that again took in some fabulous roads as the crews made their way back to the autocross circuit for the final driving test. Unfortunately for those who thought that the third run here would be like the first two, the final test was run in the opposite direction and giving crews two laps. No one seemed to mind though.

This year also saw a change in the scoring, with each second on the driving tests now worth twice as much as previously. The outright winners though were the crew who were the quickest on the tests, as well as being the equal best on the navigation section. Congratulations to John Allen and Andrew Crossley in their STI. Second outright went to Jonathon McCowan and Simon Grounds in the WRX, with third a tie between Evan/Cara Wheeler (WRX) and Craig Hornibrook/Tony Best (Commodore). Driving honours went to John Allen (STI) followed by Al elly (STI) and Shane Topping (Evo). Navigational accolades to three navigators who tied on 30 points (all missed the same VRC) – Andrew Crossley (STI), Simon Grounds

(WRX) and Cara Wheeler (WRX).

Class winners were Brett Francis/Jeffery Bird (240Z) in Class 1, Craig Hornibrook/Tony Best in Class 2, Troy Moffitt/Belinda McLeod (180SX) in Class 3 and John Allen/Andrew Crossley for Class 4.

And with that, ends the 2007 Allstar Tuning Systems Queensland Challenge. Thanks to the sponsor Richard Chaseling, may your engine remain in balance harmoniously next year, and the multitude of volunteers who provided their valuable time to be officials and ensuring these 94 competitors had something fantastic to talk about for weeks to come.

We had 3 photographers out there during the day, and their photos will be available for a token fee of only \$10 per car. Please support them as they went to considerable expense in both fuel and time to make sure they were ready for the cars to come through.



Goodyear Sumner Park Rally 1st December 2007

LAST ROUND OF CLUBMAN, POCKET ROCKET AND GEMINI SERIES'.

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Allstar Tuning Services Queensland Challenge 2007 - Provisional Results

Car	Entrant	Driver	Navigator	Vehicle	Class	Speed Points	Nav Points	Total Points	Outright Position	Class Position
30	John Allen	John Allen	Andrew Crossley	Subaru WRX	4	936	30	966	1	1
33	Jonathan McCowan	Jonathan McCowan	Simon Grounds	Subaru WRX	4	976	30	1006	2	2
1	Hornibrook Motorspo	Craig Hornibrook	Tony Best	Holden Commadore	2	1006	60	1066	=3	1
31	Evan Wheeler	Evan Wheeler	Cara Wheeler	Subaru WRX	4	1036	30	1066	=3	3
44	Troy Moffitt	Troy Moffitt	Belinda McLeod	Nissan 180SX	3	1010	61	1071	5	1
38	Peter McCloy	Peter McCloy	Janene Carrad	Subaru WRX	4	972	108	1080	6	4
32	Allan Kelly	Allan Kelly	Erin Kelly	Subaru WRX	4	954	160	1114	7	5
48	Greg Latham	Greg Latham	Rebecca Murphy	Holden X6	4	1084	32	1116	8	6
37	Chris Knight	Paul Bond	Chris Knight	Subaru WRX	4	960	160	1120	9	7
12	Fook Seung Lee	Fook Seung Lee	Josh Armstrong	Toyota Corolla	2	1080	60	1140	10	2
21	Ian Fettes	Ian Fettes	David West	BMW Z4	3	1100	47	1147	11	2
29	Cameron Reeves	Cameron Reeves	Jasmine Both	Subaru Impreza	4	1036	124	1160	12	8
18	Beth O'Donnell	Jeff Rowse	Beth O'Donnell	Mazda MX5	3	1062	101	1163	13	3
26	Peter Steinback	Peter Steinback	David Mitchell	Mazda MX5	3	1125	61	1186	14	4
34	Barry Huntington	Barry Huntington	Justin Huntington	Subaru Liberty	4	1036	150	1186	15	9
28	Robert Davies	Robert Davies	Peta Davies	Galant VR4	4	1018	191	1209	16	10
19	Tony Cox	Tony Cox	Tammy Atkinson	Mazda MX5	3	1104	106	1210	=17	5
35	Stuart McBean	Stuart McBean	Ian McBean	Subaru Impreza	4	1000	210	1210	=17	11
49	Shane Topping	Shane Topping	Mick Jones	Mitsubishi Evo	4	958	253	1211	19	12
20	Barry Hayes	Barry Hayes	Sharon Hayes	Holden Commodore	3	1092	150	1242	20	6
36	Paul Huth	Paul Huth	Oriano Giammichele	Audi Quattro	4	1100	159	1259	21	13
10	Malcolm Spiden	Malcolm Spiden	Brant Raymond	MG B	2	1212	71	1283	22	3
41	Brett Francis	Brett Francis	Jeffrey Bird	Datsun 240Z	1	1064	236	1300	23	1
45	Sue Munro	Sue Munro	Cate Kelly	Toyota Celica	4	1182	120	1302	24	14
23	Troy Adams	Troy Adams	Corey Baker	Holden Astra	3	1080	237	1317	25	7
42	Anthony Grace	Anthony Grace	Steven Tonna	Mitsubishi Evo	4	1022	301	1323	26	15
14	Peter Stringfellow	Peter Stringfellow	Peter Stringfellow Jr	Datsun Stanza	2	1170	162	1332	27	4
27	Jeffrey Knibb	Jeffrey Knibb	Michael Linton	Ford Focus	3	1020	316	1336	28	8
6	Neil Wendt	Neil Wendt	Graham Jackson	Datsun 1600	1	1122	250	1372	29	2
7	Brian Krieger	Brian Krieger	Christopher McMahon	Hillman Hunter	1	1192	225	1417	30	3
5	Scott Evans	Scott Evans	Mark Brown	Datsun 1600	1	1122	300	1422	31	4
4	Douglas Cox	Douglas Cox	Jenny Cox	MG B	1	1266	165	1431	32	5
43	Peter Lephherd	Peter Lephherd	Andrew Derry	Mazda MX5	3	1132	302	1434	33	9
22	Tom Barton	Tom Barton	Traute Barton	Ford Typhoon	3	1173	275	1448	34	10
3	Cameron Garth	Cameron Garth	Laurence Garth	Maxda 323	2	1170	307	1477	35	5
46	Shane Pudsey	Shane Pudsey	Glen Rowan	Toyota Celica	4	1124	390	1514	36	16
11	Neville Scott	Neville Scott	Kinsey Johnson	Toyota RA23	2	1135	407	1542	37	6
16	Chris Harbeck	Chris Harbeck	Barry Harbeck	Mazda RX7	2	1150	396	1546	38	7
13	Noel Caplet	Noel Caplet	Kerry Lawson	Holden Commodore	2	1116	543	1659	39	8
39	Brendan Taylor	Brendan Taylor	Simon McDermott	Mitsubishi VR4	4	1102	625	1727	40	17
24	Rhys Mason	Rhys Mason	Samuel Behan	Mazda MX5	3	1216	548	1764	41	11
40	Dr Kevin Pullen	Dr Kevin Pullen	Scott Hawkless	Proton Satria	3	1226	540	1766	42	12
17	Brad Smith	Brad Smith	Andrew Smith	Mazda MX5	2	1264	701	1965	43	9
25	Lynne Johnson	Mark Johnson	Lynne Johnson	Holden Astra	3	1135	1024	2159	44	13
9	Rodney Biggar	Rodney Biggar	Larisa Skyring	Datsun 180B	1	1042	540	1582	out of late time	
8	Dave Sidery	Dave Sidery	Michael Brown	Volkswagen Beetle	1	1272	528	1800	out of late time	
2	Allstar Tuning System	Richard Chasling	John Keen	Peugeot 205GTi	2	1094	67	1161	out of late time	



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President's Report



Welcome one and all to another edition of Bris Sport, every time we do a print run we have to do more copies as our membership grows. We are currently sitting around the 260 members and growing every month.

The club approached The Honourable Tom Barton to be our patron again this year and I am very happy to say that he has accepted and we look forward to his assistance and guidance over the coming year. It was great to see him out playing at the Queensland Challenge.

The Qld Challenge was run last month with a strong field of 47. I managed to get out to Willowbank for the second half of the day to help. When I arrived I was told to spectate as they had enough officials, I nearly passed out. It is the first time in a long time that people have come out in droves, I think it is a good indication of the return of strength to this club. Andrew Owen and his crew did a first rate job as usual and every competitor I saw had a smile from ear to ear.

Coming up for the rest of the year we have KCF 3, Cooloola, a club day at Willowbank and of course Gallanowan. All these events will need lots of helpers and competitors, so dust off those cars or come out and help. The other event that we run in October is the QLD round of the Aust Off-Road Championships which is run at Goondiwindi. This is a great weekend so if you want to come along and help and see some of the best off road action in the country..(Including club members like Laurie Svensen who finished very high in the Fink Desert race along with Colin Hunter in his wild Jeep who also did very well at the Fink) Contact Ber or Rod Sams.

As I type Margot and I are packing to leave for Adelaide for the SA round of the ARC where the club will be very well represented. The list from BSCC involved in the ARC is growing all the time we have Chris Murphy, Tony Best, Scott Beckwith, John Goasdoue.

Bruce Fullerton, Hugh Reardon-Smith, John Allen and myself and Margot.

I am sure they will all do well and be good ambassadors for the club.

Please don't forget that our club meeting nights are held on the second Wednesday of every month we have been getting better numbers in recent months, but it would be great to see the club rooms overflowing with members. If you have any ideas for these nights please contact Berenice or myself as we are always looking for speakers or even companies who want to come along and tell us about their products. These nights are a great way for old friends to get together and new friendships to form.

I hope everyone is enjoying the magazine being back in print, don't forget if you have any contributions please contact Berenice or Brad Smith.

Until next time, play nicely in the Forest or the Track, and be safe.

Simon Knowles.



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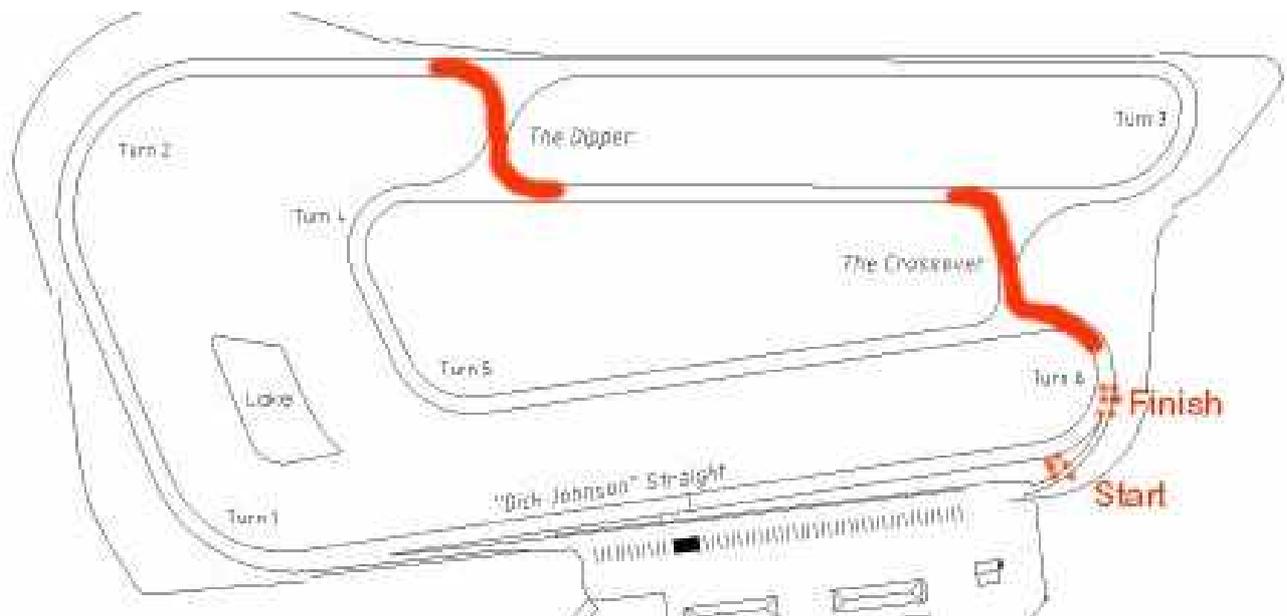
From the Drivers Seat: One Crews View of the Allstar Tuning Systems Queensland Challenge

Sat 28 July saw the running of the Queensland Challenge. The event was well supported by Allstar Tuning Systems and organised by a very hard working group from the Brisbane Sporting Car Club.

This event is a combined road touring event (tricky navigation similar to the Night Runs) and Special tests oriented towards the driver at various venues. The plan was to finish at Lakeside, but a last minute hitch with the council required a hasty reroute to bring the cars back to the IWMAC dirt complex.

Being a round of the Sherrin Motorsports Interclub Challenge meant it was important for Ipswich as a club to round up at least 4 crews. Ultimately Troy Adams and Corey Baker teamed up in the Beta Computers work Astra, Stuart and Ian McBean combined in a family effort in Stuart's road WRX, Kevin Pulling and Scott Hawkness teamed up in Kevins Proton Satria and Chris Knight offered to navigate for Paul Bond (me) in her potent EVL98 WRX. This gave us a team of four.

The event saw briefing at a very early 6.30am at Queensland Raceway. This was followed by a quick lap of the sportsman circuit, which uses turns 1 and 2, followed by a right/left to travel parallel to the back straight and another right/left to get back to the final turn, with the finish garage on the outside of the turn aimed at pit entry. Whilst lined up it was out with the navigation instructions, and plot the next two nav stages of near two hours each, and then we crept forward to line up for our turn. For those that have driven at QR I'm sure it was business as usual, but for myself there was a little nervousness as Chris and I sat under starters orders.



QUEENSLAND RACEWAY LAP

As the countdown went (5, 4, 3, 2, 1, GO, just like the WRC) I was remembering Chris's words on launching the 217KW 4WD, which is a little different to the 1600. So as the ...2, 1 was counted the revs rose to about 5800 and with the GO, side step the clutch and...BANG we launch hard, turn slightly left and WHACK, grab second, and a funny noise as the limiter is reached so WHACK third, revs rising back to 6500 and WHACK, fourth drifting to the left of the track and then, with a little more time between changes, WHACK and fifth. Corner arriving, over the bump, HARD on the brakes, back to fourth, turn in, off the brakes, aim at the apex, power back on, a little attitude from the tail mid corner, so squeeze the throttle, slight correction, throttle to the floor, still with opposite lock, out to the ripple strip (but not on it) and power towards turn two. Remember from the V8s that it is a tad slower than turn 1, so brake, turn in, aim at the apex, power on, a little tail happy again (not enough warmth in the tyres or track) and up to 6500 and fifth. Then look for the connection between the two straights and mash the brakes. Back to fourth, third, second and turn in, off the brakes, tail out a little, squeeze the throttle, brake, turn left, throttle, tail out slightly, drift to the track edge, third, fourth and I think fifth, then the process again for the next two turns. Similar to the previous and on exit look for the garage as we are back up the gears. There it is on the left, so brake, turn, down gears into the garage and STOP. Whew that was a blast with a capital B, and I am ready for the next test, adrenalin flowing. And my passenger is smiling.

Then it was into the car park for a quick motorkhana test. That was fun, didn't get a good handbrake turn when needed, but still felt reasonable. After my previous motorkhana earlier in the year, I was pretty happy. Next the home track.

AUTCROSS ONE LAP FORWARD

As we lined up waiting our turn, we could see some smooth runs, a couple that looked pretty quick, and with no witches hats in the middle section, a fast time was need. Our lap started with another pretty good launch (6000 and drop the clutch), and as we went I noticed Chris' hand moved near the handbrake. More on that in a minute. The aim was to do a tidy lap, and we kept the nose tight, banged it through the gears, and had the ABS working a little under brakes. Very fast through the centre towards the tree, and it felt like a good lap. The finish line was next to the start, as that is where the stopwatches were. As we pulled off the track, Chris revealed her hand movement was, in fact, dropping the handbrake. I had pulled it on prior to our launch, and promptly forgot about as I concentrated on getting going. Oh well at least one of us was awake!

The following nav run took us down Paynes road, behind QR, and towards Mutdapilly etc. As we got off the dirt and on the bitumen, we realised we had already missed Q1,"Power.....". We took a punt with "PowerCruise" and kept going. There was a few turn arounds, and we saw quite a few cars going over the same piece of road as us, as we struggled with unmapped roads, roads that seemed to be wrongly named and other dramas. Eventually we ended up behind a WRX, and EVO with another EVO behind us for a while, until we missed a turn and had to back track. Finally we got back to the Drag strip, but with a bit of time up our sleeve went back down Paynes road to find the "PowerLink" sign and correct our mistake. After checking in we found at that we had missed a VRC sign on the telegraph pole as we turned in, so there was at least one penalty.

DRAGSTRIP TEST

As we were waiting on the drag strip for our run, we hopped out and nearly lost our shoes to the tacky drag strip surface. Watched few cars before us as they did a fast slalom through a pair of gates and then turned left off the drag strip to a finish point just out of sight. It was apparent that one could get a fair bit of speed up, and the notes, and comment from the starter, indicated the left (which was a double left) was a little slippery. With that in mind it was 5, 4, 3, 2, 1, GO! 6000RPM, off the clutch and grab second, drift left, grab third, near the wall, grab fourth, think about braking (as some cars had) and then a slight lift and turn right, through the hats, turn left to keep off the wall and keep accelerating towards the second. A little faster here, so brake, turn and look for the left, brake, turn, back down the gears, slight slide, turn tighter, through the gate? Find the finish cones that we had to "straddle the line" on. The lack of real line threw me enough to brake late and overshoot. Quick reverse and we were in, but lost a second or two. Never mind it was still a hoot.

Then it was back down to the autocross track for a second run. We were told unofficially that our first run may have been one of the quickest, if not the quickest. That pumped us up for a better run. A bit hard to tell, but I think it was marginally quicker. Then onto another nav run that took us through Ipswich, Walloon and Rosewood and to the Spillway Common at Wivenhoe.

WIVENHOE SPILLWAY STAGE 1

Here was short stage on a closed road. Not a well used road, with a little loose gravel on the surface. There were three chicanes set up with witches hats, to keep the speed reasonable, as there isn't a lot of room for error. Bit of a mini targa stage.

Never having driven the road, we looked at the layout showing the chicanes in the instructions and lined up. The now familiar 5, 4, 3, 2, 1, GO and 6000ish revs, off the clutch, quickly to second and third then brake on the crest, grab second... oops fourth, rear stepping out, finally find second, through the hats and fire off towards the right hander, grab third, then brake, second and turn in, a little oversteer, jab the throttle, then turn left cautiously as it went through a gate, and hard left. Grab first, aim a little wide as there was a bit of a drop off the bitumen on the inside, hit the gas, rev limiter, second oops, neutral, oops again (reminded me of a Brittany Spears song) finally got second, hit the limiter, third and out of sight of the spectators. Another chicane, brake second, left, right, on the gas, third, long undulating left, then right with a traffic island, bit of confusion as we thought we were at the finish, then on the gas, chicane, up to third, hard bake and STOP in the garage. Not perfect, but we knew the second run could be better.

The club had a BBQ set up, and lunch was welcomed. Thanks to the crew manning the BBQ.

WIVENHOE SPILLWAY STAGE 2

After lunch we lined up for the second run. I was determined to put on a better show after it was revealed by a few fellow competitors, that were already finished and were spectating, that the missed gears didn't go unnoticed. Unbeknown to us the corner had already claimed a victim, as normal WRX pilot, Nev Scott, had put his RA23 Celica sideways into one of the big posts at the spectator point. No injury and he continued, albeit with a lot of damage to the drivers' door. For the second run we made fourth before hitting the first chicane, and didn't miss a gear, or back off for the wrong finish. The car was still drifting slightly under brakes while turning into the chicanes, but all controllable and it felt like a good, clean, safe run. I'm sure most could be faster with a third run, but two was still great fun.

The next nav run was taking us back to the IWMAC grounds, and appeared simple, but we, and some others, found a few difficulties getting to Pine Mountain. Eventually we arrive back for the last speed run, but missed a few questions. Ce la vie!.

AUTOCROSS REVERSE 2 LAPS

The last two laps of the autocross track gave us a chance to spectate, a bit as there were a quite few cars waiting. Also had a chance to check Nevs Celica out. I'm sure it will be repaired, and I'm also sure he will feel sore the day after. A few people took the chance to have a bit of a play, running wide and bringing up lots of dust. Stuart McBean had an unofficial stop watch and told us about 1:34 was probably good enough. After two runs earlier, the track was grippy on line, with a few bumps. The hats were out to tighten the line a little. We launched hard again and had third on the straight before turning left, then second for the second left. Keep the nose tight and punch out, brake and left, third, through the esses, then the double apex, keeping third as we hit the sweeper, third and fourth as we flew onto the straight, brake and third, squirt, brake, second, turn in keep it tight, throttle and fire towards the right hander, brake, turn, fire out, third, double left, onto the sweeper again, fourth and hard on the gas across the finish line with a sideways under brakes slowing for the left. Felt good, and unofficially a 1:31 which may have been the best time. A quick handshake and the event was finished.

Chris's WRX is a good, well balanced, fast car. The engine is a little laggy below 3500rpm, and definitely feels best from 4000rpm, but up there it pulls like a train. With the STI 6 speed there is no drama keeping it in the zone. It also has a short shift, and slots in very nicely provided a firm hand is used. The adjustable suspension was easy to set, although we set it pretty hard, and left it that way. It turns nicely, has heaps of power to drive out of the corners, and the brakes were pretty good. Overall the car is fast, predictable and fairly easy to drive. Thanks to Chris for the opportunity to have fun in a car much quicker, especially on bitumen, than my 1600.

As there is a lot of collating to do, no results on the day, and presentations are Friday 10 August at the BSCC rooms in West End, but Chris and I were very happy with our run. The car performed flawlessly, our speed in the performance part seemed good, and our collective navigation skills.....well lets focus on the fast stuff!!!! Speaking to the McBeans, they seemed happy with their performance, and Corey and Troy gave the Astra as much stick as it would take. I didn't get a chance to catch up with Kevin Pullen, but hopefully they also enjoyed themselves. It was hard to tell how we went as a club, but we had a team, we all finished and had a great time.

Thanks to the organisers for a well run event, that was a lot of fun. Thanks to all the officials who manned the stages during the day, and anyone who helped in any way.

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AORC NEWSLETTER

Issue 1

July 07

Welcome to the first edition of the 2007 Australian Off Road Championship Newsletter. It is our intention to use the newsletter as a means of keeping in touch with all AORC competitors, organisers, officials and fans and also bringing the latest in news and points to each of you on a regular basis.

Each edition of our newsletter will feature a profile of a current AORC competitor – This month we will see what Matt Hanson has planned for this season and beyond. If you would like to be considered for this feature or if you have any news or information that you would like to see in an upcoming newsletter then please don't hesitate to contact janahm@cams.com.au

We hope that you enjoy the first edition and look forward to seeing you all in action at Pines!

Campbell and Janah

CAMS Off Road Department

A min from Admin

There have recently been a few questions raised regarding Off Road Numbers for the Pro Buggy class and what will happen once the last of the numbers are snapped up (and they almost have been).

It has been decided by AORCom that in the event of all numbers for a class being taken that people who wish to register for the Championship may do so by filling out the registration form and paying the \$35 fee. Once all of the class numbers are allocated, the applicant will not be issued with a number at all, but will still be considered registered and the organisers will issue a number that is not being used for their event to that competitor.

The response to AORC Registration has been fantastic, we are now half way through the season and we are still receiving registrations on a daily basis! I urge anybody who would like to be eligible for AORC points at any of the remaining rounds to get your forms into CAMS asap.



Justin Watt—Finke 07

Photo taken by shane@offroadracing.com.au



Photo taken by shane@offroadracing.com.au

Ambulance Cover in SA

In 2008 Ambulance cover in South Australia will become compulsory. As a result, Off Road competitors competing in SA will be required to tick a box on their entry form stating that they are covered. No proof of this cover will be required as a large number of people have this cover incorporated into their medical benefits and don't have a "card" as such.

The declaration on the entry form will take away the risk or potential risk of the person who calls for an Ambulance, or the event organisers getting sent a bill due to the inability of the injured person to pay.



Competitor Behaviour

Now that we are half way through the AORC season competitors are starting to get a little more serious about points and results. Whilst it is great to see that teams are so passionate about their racing perhaps sometimes this passion combined with the stress of competition can intensify into something more inappropriate, it is for this reason that it is relevant to explain a little about the CAMS Member Protection Policy and its relevance to anyone reading this newsletter.

As most of you are probably aware off road events including the AORC rely on the continuing hard work and commitment of volunteers. This means that chances are that the next Marshal, Scrutineer, Time Keeper, Observer or Radio Operator that you see at an event has elected to use their own time to assist the event (and therefore you) with their services. The disrespect of any Official or Volunteer under any circumstance or situation will not be tolerated and could incur serious consequences as per both the NCR and Member Protection Policy.

The CAMS Member Protection Policy was brought into effect in 2006 with the aim to ensure the core values, good reputation and positive behaviours and attitudes of CAMS are maintained. It assists us in ensuring that every person involved in our sport is treated with respect and dignity, and is safe and protected from abuse. The policy covers a wide range of topics including; bullying, complaints, mediation and disciplinary measures and is relative for all CAMS members and those who participate in the activities of CAMS.

To date there have been only a handful of situations this season where some self restraint should have occurred before unnecessary confrontation took place, and we hope to see no more of this for the remainder of the season. It is expected that at AORC level all involved should be well aware that there are specific paths to follow if you have a justified complaint or opinion. At every AORC round you will see John Paterson, the Chairman of the Australian Off Road Commission, and at many events the CAMS Off Road and/or State Manager, and all of those people would happily make time to hear any particular issues you may have. In addition you should utilise the service of the Competitor Relations Officer (CRO) to assist with your event related issues.

The CAMS Member Protection Policy is available online at:

<http://www.cams.com.au/content.asp?ObjectID=71&PageID=About> and we would highly recommend that you take the time to read through this, as well as revisiting the NCR (in particular NCR 183) in order to understand the code of conduct you are required to abide to by CAMS.

Please take this as a friendly warning, as any further actions which are in breach of the rules outlined above will be acted upon.

Upcoming Events

July 14 & 15	AORC 3 Pines
August 18 & 19	AORCom face to face Meeting
August 23-27	Australian Safari

AORC Overall Pointscores after AORC

Round 2—Top 5

For further AORC Pointscores please refer to the attached

AORC Driver Outright		AORC CoDriver Outright	
Hayden Bentley	35	Ben Chivell	35
Brad Prout	25	John Kawacki	23
Eric Phillips	20	Kerry Crowe	15
Bruce Chapman	12	Hugh Austin	12
Buddy Crowe	12	Mick Shannon	12
Pro Class - Driver		Pro Lite - Driver	
Hayden Bentley	139	Jaako Kylma	69
Eric Phillips	90	Justin Watt	65
Brad Prout	84	Anthony Fehlhaber	40
Buddy Crowe	70	Robert Mowbray	20
Bruce Chapman	59	Ben Erceg	19.5
Super 1650 - Driver		Sportsman - Driver	
Stewart Pritchard	64.5	Timothy Harris	39.5
David Cowan	40.5	Peter Barnes	19.5
Matthew Martin	24	Keijo Kylma	15
Extreme 2wd - Driver		Performance 2wd -Driver	
Greg Campbell	65	Peter Kozak	113
Brad Gallard	65	Paul Richey	64.5
Bruce Muir	65	David Rohlfack	52
Bernard Gwynne	59	Scott Rogers	51
Gavin Mickle	59	Geoff Teagle	47
Production 4wd- Driver		Extreme 4wd- Driver	
Geoff Pickering	109	Colin Hunter	109
		Matt O'Brien	47
		David Fong	41.75
		Trevor Spencer	12

Fuel Testing

Please note that CAMS is has been conducting fuel tests at AORC events and will continue to do so. To date there have been no issues. Thank you all for your cooperation.





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Discount to Club Members

In brief...

Club members Mark Neary is competing in the Australian Safari on a Bike and Colin Hunter & Simon Campbell are running in a jeep. Good Luck to all!

On 28 October the club will host round 6 of the Queensland Motorkhana Series and round 6 of the Queensland Motorkhana Championship at the Bill Norris Oval carpark Beenleigh.

BSCC club member Michael Collins broke his class record now down to 43.91s in the last round of the Tighe Cams Hillclimb Series in his turbo charged Subaru WRX and is only 1 point ahead of Brad Stratton in the Group N historic Torana XU1 in the series. Next round of the series is Sunday 23 September.

Welcome to new members:

Anthony Kellam
Matthew Nicholson
Karla Martin
Jean- Pierre Froget
Jason La Fortune
Troy Carpenter
Stewart Owen
Anthony Grace

Welcome back since 2004 Mark Griffith.

Club Captain's Report

Event report from Rydges Rockhampton Rally 2007.

We left Brisbane about 8.15am on Friday 13th July to travel to Rocky.

Had an uneventful 8.5 hours in the new Mazda BT-50 Turbo Diesel ute pulling the VR4 on the trailer. What a great unit that Mazda, towing the rally car at comfortable highway speeds and getting close to 24 mpg {8klms/litre}, gotta love it.

On our arrival we booked into the motel, showered and went out to Rydges resort for the meet and greet. Had an interesting chat to the chairman of the Australian Rally Commission, Ed Ordynski, who was on a fact finding mission to the Rally to 'get some local colour' about Rallying in Qld.

Sat morning bright and early out for apparel scrutiny as I had loaned my suit to a mate who ran in a big bitumen rally held on the Sunshine Coast and didn't have it for Scrutiny in Brisbane the previous Tuesday.

I also checked the rally computer against the measured 5 klms to set the correct distance for the event and on the way back from the end of the road I gave the car a squirt to get the cobwebs out. As the air was cold, about 5 degrees, it was really dense and as

a result the turbo developed about 14 psi boost. WOO HOO!! Had to adjust the valve to reduce it for racing as the computer isn't set for that amount of boost.

The Rally:-

Stage 1 Homestead is a short 1.3klm stage on which we set equal 4th fastest, 1 min.10secs.

Stage 2 Windmill was s__t house as somewhere in the wash-up of producing the road-book something went amiss with the distances to all right angle turns {hard to see} were about 80 metres too long so all cars overshot the corners. Bit of a worry. When the co-driver says "100--road goes right" as one plummets past the corner the heart jumps into the mouth.

We spoke to other teams and it seems everybody had troubles with the corners.

Stage 3 Honeymoon Island is a good stage, the road surface changes all the time and it is a challenge to maintain good speed. We then left the environs of the resort and drove North, about 30 klms to the Byfield forest for the other stages.

Stage 4 Grotty is really a good road. The grass had been freshly cut and if you were off the racing line it was slippery as.



Market Place

For Sale

1 x VELO racing seat. Very good condition, \$280.00. Call Robert on 0438 542 440.

Tripmeter-AVCO MAP TWIN electronic/ speedo driven, working well. \$175. Two Terraphone Professional Intercoms plus two open face helmet headsets. In good condition. \$300. Contact Brian Falloon

54477842 or 0418 793806

1977 Celica Coupe \$700 Negotiable. Colour - White/Lt Blue, Model

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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. Suspen-

sion, 4 wheel disc brakes and master cylinder, doors (electric windows), liftback, interior, instruments, mags.

1996 Suzuki Baleno Rally Car. Fantastic car for entry level competitor and perfect for "Qld Pocket Rocket Rally Series"! Only done 2 rallies since major overhaul including reconditioned engine head, drive shafts & CVs. Car is great fun to drive with shortened 4.93 final drive ratio by Albins, new Koni Sport struts (up-spec'ed for gravel rally use by Bruce Leda @ Leda Suspension) & new King Springs. Replaced all control arms (also with new polyurethane bushes) & rear crossmember, hubs and drum brakes. Sump-guard & comprehensive underbody protection by Keith Fackrell of KCF Rallysport. Current Qld road-registered, CAMS logbook, rollcage. Has extinguishers, terratrip, peltor intercom & new Autotechnica seats and harnesses (no expiry date).

\$11,000.00 Contact Chris Murphy on 0400 559 287



(Club Captain's Report -continued) There were a couple of flat crests in the road and we glided a bit over the three crests. Made for an interesting feel as we splashed through at 130k+. Stage 5 Dump Road was tight and technical with some evil off camber corners. Needed to keep focus in there or the trees were beckoning.

Stage 6 The Saint was a tough piece of road with loamy dirt, rocky outcrops and heaps of jumps, we were glad to finish that one, we noticed the car was running hot and slowed, but after a minute the temp dropped back so we blasted off. Stage 7 Rydges Reverse went really quick, one of the best stages in Queensland rallying, 147kms per hour on the computer, phew that's quick in the bush... The stage actually goes out over a swamp with built up roads and when it is high tide the road has water on both sides, strange and fun.. The engine went hot then dropped temperature often, the sticky thermostat was keeping me on my toes.

Stage 8 was Homestead again, we were really slow this time as we were really low on petrol and the car was missing in the stage, but we managed to get in to the Service park and reach the end of the Clubman event.

We went back to Byfield Forest after the Service and ran Grotty again before a 10 minute service just on dark. We decided to run one more stage and then remove the thermostat, strip the inside out of it and put it back with just a hole through the plate. Would have worked too, but we didn't do it and the car ran really hot in Dump Road then blew a head gasket. We spent about 1.5 hours waiting till the crew could get into the road to tow us out, and it was getting quite cold. Still air meant the dust stayed in the air for ages, the Clerk of Course let the remaining 7 cars run at 6 minute intervals which meant a long wait.

We got out of the bush, travelled on a trailer back to HQ, but didn't get time to change before the dinner. The food was fantastic as usual. Thanks Rydges. The dinner was a fine affair, video and pics from the days event, a good compere, and some great bullsh___ing going on. Thanks to Gordon, Maree and their crew for a fine event. Good on Eric Jonsson for his and John's fine finish as his last season was not one to write home about...LOL As we had finished the Clubman quotient of the event it was not a complete loss as when the awards were given out at the presentation dinner, we had won the Clubman event outright and first in Class P6 Clubman...by over a minute. WOW a big trophy and \$200.00 voucher at City Mitsubishi, helpful that when one needs new gaskets and oil...LOL Was weird, accepting a trophy in my race suit...LOL We went back to the mo-



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**THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB**

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BSCC Board

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Touring Road Events	vacant
Off-Road	Craig Porter
Rally	Craig Porter
Magazine	Brad Smith

(Club Captain's Report -continued) watched some in car footage till about 1.00am then dropped off the sleep.

Sunday the drive back home was again uneventful, being excited and disappointed at the same time about the result for the rally. I have been working on the car and it will be ready for the Coffs Harbour round on 18th August.

Cheers Ross

Well I wrote the above report before my work situation changed and I won't be going to Coffs to rally this time. In fact I have resigned as BSCC Club Captain, effective 1st August 2007 and am selling the VR4 as I won't be rallying again for some time. The head has been refurbished and the car is a goer again.

If there is an interested party out there looking for a great car with spare car and trailer please contact me on 0419644951 or cox55@optushome.com.au. Although I won't be competing I will, when able to get time, stick my hand up as an official. So if you pull up at a control and you see my mug face, say G'day.

Keep 'em upright.

Advertising Rates

(Current Monday, 14th May 2007 until further notice)

business Card size Advertisement	\$55.00
¼ Page Advertisement	\$154.00
½ Page Advertisement	\$199.00
Full page Advertisement	\$385.00

*11 editions per calendar year mailed directly to Club members as well as being made available for direct download on the BSCC website. In addition, all advertisers will receive a proportional listing on the BSCC website Services Directory.

6 Monthly Membership fees 2007

FOR REMAINDER OF YEAR

Ordinary Membership \$49.00 Gst inclusive

Country membership \$40.00 Gst inclusive

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