



BRISPORT

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THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB

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Presidents Report

The year is fast coming to a close but the events keep coming, we still have two QRC'S to run Coolloola and Gallangowan. Both these events will be a lot of fun so get your entries in or put your hand up to help. The Gundy 400 was run and won on the 17th and 18th and a lot of our people went out to run the event and also compete. Something a lot of rally people in the club tend to forget is we are a club with many facets and its great to get out and be involved in another great form of motor sport. This event was the last event for the season for the AORC and was hard fought up and down the field. From my point of view it was great doing documentation on Friday night and seeing so many BSCC members entered in the event. The club has been in partnership with the Goondiwindi Motor Sports Club for many years on this event and its growing bigger and better every year. Full credit must go to Craig Porter, Rod Sams and Peter Whalley. These three names are synonymous with a great event and this one was no exception. But behind all great leaders is a great team and my thanks go to everyone who took the time to travel out and help, I know you enjoyed the camaraderie and the excitement of being a part of one of our most important events on the calendar.

The QLD Challenge has also been on since we last spoke and saw Del Garbett step up to run her first TRE. While Del has run many dirt rallies she had never run an event of this type, she was nervous to start with but when the likes of Andrew Owen stepped up to help her she powered on and did a great job. I did hear the only down side to this event was the barbeque cook was not up to the standard of last years (sorry Greg I just had to throw that in). Seriously a big thank-you to everyone who helped Del on this event as we have had nothing but positive feedback from all the competitors.

It is interesting to look at the make up of our club. We have members from all sections of motor sport and this is reflected in the events we run, look at our calendar we go from Motorkahna to Tarmac rally to Gravel rally (multi club, state, national, international) to Off Road and TRE. That's not a bad mix of events. We have members who are passionate about organizing events and improving procedures for these events, some of these people have been doing it for years and are some of the most respected officials in Australian motor sport. As an example at the Gundy 400 the Aust Off Road Commission used our event to implement new procedures for course checking. Peter Whalley stepped up to the role and implemented the set up note system we use for our rallies and that will now be used as a benchmark for all AORC events.

I guess what I am trying to say in all this is I am very proud to be the president of a club that tries so hard to cater for its members needs, and its people put in so much to improve not only their own favorite section of the sport but all areas of our sport.

As members you should be proud as well and if you are only new and have not yet got involved in helping put your hand up and I am sure you will be amazed at the level of assistance people in this club will give you to help you achieve what you want to do in motor sport and along the way I am sure some of the things you learn from these people will help you in far much more than just motor sport and you will make friends you will keep for life.

If you haven't heard the club Christmas party will be at Fred and Judy Van Tuinen's house this year on the 12th of December so keep that date free and come along and enjoy a great night with great people. Well that's enough of my ramblings for this month so play safe and I will see you in the forest.

Simon Knowles.

2009 Allstar Tuning Systems Queensland Challenge

And so the Allstar Tuning Systems Queensland Challenge for 2009 is over. But not before a lot of fun, tears and fears were faced by all present.



This year's course took competitors for an extended tour of the Willowbank dragstrip, then onto the metropolis of Kalbar for a parking test with a spin before heading to Wivenhoe for a look at the water levels. In case they hadn't quite seen the dam wall, they were given the chance for another little loop before once again testing their skills against the plastic barriers and twisting bitumen.

For outright positions and special tests, it was a pretty close fight between 3 WRXs of Scott/McMillan, McCowan/Grounds and Faulks/Vu. And early lead by Faulks/Vu was chased down hard by the other two with the turbo MX5 of Leperd/Derry snapping at their heels and the Focus turbo of Knibb/Murphy right behind them. But the pure pace of the front running WRXs was not just difficult to chase down but a joy to watch by all those present. The WRX of Scott/Berardo was definitely not short of anything required to make it go, turn or stop however it spent too much time on the wrong surface thus affecting its outright position.



In the navigation stakes, it was astonishing looking at the number of spelling mistakes in answers. However, as it was obvious that they were in the right spot, it was decided that it must have been the heat that got to these poor scribes and so some liberties were allowed. Either that, or the Queensland schooling system is truly atrocious! Tricks that the organisers had spent weeks devising were quickly overcome by most crews, with 5 clean sheeting the event. Take a bow Tammy Cox, Peter J Stringfellow, Bevan Harris, Laurie Garth and John Keen.

In the class stakes, the little diminutive in stature but not in colour Escort of Kelly/Best took out class 1, with the Coxs' MX5 taking class 2 and the turbo MX5 of Leperd/Derry grabbing class 3. Class 4 and overall honours went to the well driven WRX of Neville Scott and Mick McMillan.

It would be improper to not make special mention of the greenest car in the field which also managed to finish 7th outright. The Stringfellows did a great job in getting the standard diesel Hyundai up there. Incidentally, it was driven by the father with the son reading maps which may convince the other father/son crews to reconsider who sits on each side of the vehicle in future.

Congratulations to all crews on reaching the Wivenhoe tests and event finish, and thanks Richard Chaseling from Allstar Tuning Systems for his continued support of this event. We understand that Richard is already working on his car for 2010.



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Change Of Name For Rally Queensland

In recognition of its now-established international status organisers will introduce a new name for the event, International Rally of Queensland.

Event Director Errol Bailey said the new name would emphasise to the public and potential partners that the rally was now a true international event with competitors from throughout the Asia Pacific region and substantially greater promotional exposure around the world for the Sunshine Coast.

"After our initial experience as an FIA Asia Pacific round in 2008, we are now keen to develop the International Rally of Queensland further as a showcase for one of Australia's most beautiful tourist destinations," Mr Bailey said.

"We will be encouraging more support and coordination with State and regional authorities and commercial organisations involved in Sunshine Coast tourism to take advantage of the rally's growing international profile. "Our plans also include some exciting new developments for the event itself, which we will be announcing over the coming months."

The 2010 International Rally of Queensland will mark the 42nd time a round of the Australian Rally Championship has been staged in Queensland. Supported by the Sunshine Coast Regional Council, it has been held on the coast for more than a decade and is one of the region's most important annual sports events.

The 2009 rally, headquartered at Marcoola Beach and featuring forest stages around Imbil in the Mary Valley, attracted drivers from India, Japan, Singapore, China, New Caledonia, New Zealand and Australia. It included a qualifying competition for the Pirelli Star Driver program, from which winner Hayden Paddon of New Zealand has graduated to the 2010 World Rally Championship.

Rally Queensland and Marriage

I would like to thank Errol, Berenice and Eugene for asking me to write this brief piece and for inviting me to join the team for Rally Queensland 2009 as the Eastern Division of Rally Queensland. The Eastern division consists of one (soon to be two) people and is the name given to me by Errol, Berenice and Eugene as recognition of my involvement in the first APRC Rally Queensland.

Eugene asked me to be involved with Rally Q 2009 as he knew me through my involvement with Rally New Zealand and Rally Whangarei our APRC event. My day job is the dream one of General Manager of Rally of New Zealand which runs the two events and also runs the APRC secretariat.

I am the only full time employee of Rally New Zealand and work with a part time administrator year round. The rest of our team are contractors including our Route Coordinator / Sporting Manager (Willard Martin who was the Rally Q FIA Observer), event administrator, and marketing, sponsorship and media experts who join us as



we need them during the year.

My first visit was in January this year for a weekend meeting going through the event with Murray Brown the APRC coordinator and the rest of the team. It was a full on few days meeting everyone and touring the whole event including some time at Surfair.

I was fortunate enough to be invited back by Errol for the event proper where I worked with Berenice and the admin team as well as helping out wherever I could. It was a very enjoyable week and I have got a life long reminder of it.

So what is my reminder? Well some of you may have met Sam who was the functions coordinator at Surfair, so did I and now we are engaged and getting married early next year. Sam is moving to NZ in a few months which means an end to my fortnightly trips to QLD but we will still be coming back regularly including Rally Q 2010 hopefully.

Paul Mallard - General Manager Rally New Zealand

The following emails illustrate the important personal relationships that can and should be developed with the key stakeholders who allow us to play in the forests. Until very recently, Brian was the Regional Manager, SE Hoop Region, Forestry Plantations Queensland, and the person who had the final say on what we could, and could not do, in all the Forests in South East Queensland. As users of State Forest, we must recognise that we have a duty to respect and look after that which is not ours, and that certainly extends to all aspects of the Forests in which our events largely take place. As demonstrated in Brian's email, the conflicting interests of forestry management and our sport can successfully co-exist, provided that we, as users, respect the privilege granted by the likes of Brian and his successors.

Errol Bailey

-----Original Message-----

From: McCormack, Brian

To: Errol Bailey

Subject: Farewell Good Sir

Errol - One of my last official acts as an officer of the Crown is to bid farewell to yourself and your may compatriots. Could you please pass on these greetings to those who may have an interest, but specifically Berenice, Simon and Margot, and Craig.

I have thoroughly enjoyed my 35 odd years with Forestry in Qld and during that time I have encountered a range of individuals and groups that have taught me much and made my particular journey more pleasant. The BSCC and the people that make that organisation real are up there on my list of highlights. The expression on Craig's face when confronted with the reality that your sport consumed gravel roads and the current bill at that time was in excess of \$20k shall be one to see me through many winters and campfires to come. However, I will also recall fondly the professionalism of your group and the way they have attempted to do the "Right Thing" in all matters. On behalf of the forests and the generations that will follow us to enjoy the benefits to be derived from those forests, I say thank you.

As for my future, I now go in search of knowledge of new industries and to explore Australia and possibly even other lands. I am looking to secure part time work in a range of industries to see me through a transition to retirement over 5 years or so. Any suggestions will be gratefully accepted. If at all possible,, I still have an interest in playing around in your sport at an organisational level, bearing in mind that I am not a rally nut, but rather I appreciate working with professional people. This aspiration may not be possible from either your end or my end, but that is what aspirations are about.

Regardless, I would hope that in some small way we may continue to keep in touch, even if it is only the occasional email or phone call, or lunch at the Irish Club. Is it possible for Berenice to change the postal address for the Brisport magazine to my home address please(see below). I enjoy reading this from time to time, and raising my blood pressure as your guys talk fondly of the joy of wrecking roads oblivious of the cost in asset maintenance that they engender to those who actually own the roads. This is the ultimate challenge of taking ourselves out of our own mind space and experiencing life through other peoples eyes and experiential backgrounds.

Finally, I say goodbye and thank you for your friendship and support over recent years, and I wish you all the best for the future

Brian Mack

-----Original Message-----

From: Errol Bailey

To: McCormack, Brian

Subject: Farewell (not really) Good Sir - and that is you Macca!

Dear Macca

Lester phoned earlier in the week to tell me that (a) your last day was this Thursday, and (b) that you got up him and told him to tell those above him to remove their collective digits and approve the lease to the BSCC of the area, henceforth to be known as "Macca's Mile"!- and I thought how typical of Macca, he's taking them on until the very end!.

I fully intend to phone you tomorrow, and probably still will, but I wanted to record for posterity for deep heartfelt thanks for the privilege of knowing the one and only "Macca" (well there is another I hear of from time to time but he pales into insignificance beside you my friend).

Brian, Craig, Simon & others still regale at the story you told many years ago (probably at the same time you were shocking Craig) that our activity causes dust, and that that dust comes from roads which cost you a lot of money to prepare, and the whole process gave you a headache which could only be fixed with an Aspro - called a cheque!. Now only you could come up with a story like that.

Brian, I have thoroughly enjoyed our association over the years and welcomed your comments, even if they gave me heartburn from time to time. You have shown yourself to be a true friend, even though our activities were not particularly of your choosing.

I fully intend to take you up on the offer you made prior to the Rally Q Dinner earlier this year, and invite you to be part of our strategic planning team. On that score I will endeavour to make contact in September.

Please let me know the next time you have time for an Irish pint and we'll get together

Kindest regards

Errol



WOOHOO!

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A message from Fred in reference to the agenda for the evening:
"Have a good time!"

RSVP to Brisbane Sporting Car Club bscc@ozemail.com.au or (07) 3846 0233 by Wednesday 09/12/09



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Hirstglen test and tune day, a newbie's story.

Four of our new club members had their baptism in dirt last weekend, John Keen had organised a test and tune day at Hirstglen to give the Datto's a shakedown and invited four of our latest members along to show them the ropes.



Tony Kabel in action with myself in the background

These guys are all apprentices/technicians with Keema Automotive Group that have won the use of a prepared Hyundai Excel in some entry level events. This started nearly 3 years ago when Keema decided to purchase the Excel for our apprentices to practise learning their trade on and to supplement the normal TAFE training that the guys were receiving. The deal made with the guys was if they put the time in to completely overhaul the car Keema would sponsor 4 of them to enter some entry level events. The prize included driving suits, helmets, club membership (to the BSCC of course), CAMS licences, driver training session, the car and all relevant safety gear, entry fees and all the required parts. The car is a 1998 Hyundai Excel 3 door twin cam, and the guys have fully rebuilt the motor by hand including the head and match porting etc, the transmission was fully overhauled and syncro's replaced and hand lapped, power steering pump overhauled, brake system rebuilt, suspension replaced with up-rated springs and shocks and many more things including making their own harness bar and strut brace. At the completion of the build Master Technicians Darren Utratny and Andrew Rogers both set an extremely difficult written exam for all of the staff who participated in the build to complete with the best four results getting the nod to have a go in the Excel. The winners were Duncan Bradshaw, Brad Pankhurst, Marko Jonjic and Steve (Scuba) Shaw. These guys

all then got invited to Hirstglen by John to get some training in driving fast on the dirt. Tony Kabel and Luke Page were the instructors for the Saturday with Annette Dragona and Alan Brown helping out on the Sunday by sitting in the left seat and giving advice and helping to refine the newly acquired skills.



The Excel waiting to start.



Pre-event briefing from Luke Page.

The day started out with Tony and Luke giving them all a briefing and some basic advice on what to expect from a front wheel drive car on the dirt, the guys then went and completed doco and scrutineering which the car passed with flying colours (good work guys). We then strapped them into the Excel and Tony Kabel took them for their first ever ride on a stage, I am not sure what they expected but the smiles on the faces when they returned to the pits and the numerous expletives trying to explain how quick Tony and the Excel are on a stage sure told an interesting story. It appears Tony has lost none of his pace over the recent years of retirement from competition, and still enjoys jumping cars sideways at over 130kph approaching the near hairpin turn at the end of the front straight. Once they all got two laps of terror from Tony they got behind the wheel themselves with Tony in the silly seat (sorry navigator's seat). Duncan was first out and had a clean first lap but managed to have a good spin on the second and give himself a bit of a scare. Next up was Marko who learnt the hard way that when Tony says accelerate you need to respond straight away and managed to have a monumental loose in front of his fellow team mates, he did prove that you can both understeer and oversteer in the same incident which took some talent, anyway no major damage done and the guys some service crew practise refitting the inner guards. Scuba and Brad also managed moments of there own but not as spectacular and out of site.

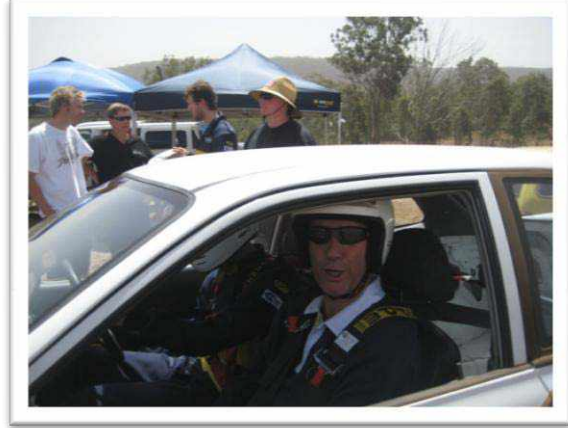
Luke then got into the navigators seat and took the guys for more laps and then proceeded to take them for some rides with himself driving, the guys got to experience a totally different driving style to Tony's and got to see that there is more then one way to skin a cat. They all reported that one was a faster then the other but that needs to remain our secret. The guys then spent the afternoon lapping and practising there dirt driving skills. The day went very fast and it was soon time to leave, I think the comment of the day was from Brad who has been building very fast drag cars for a long time "I have been kidding myself drag racing, this is so much fun". The other comment that keeps being made is "I had no idea how fast an Excel is on dirt".

On the Sunday only Duncan returned so he was very pleased not having to share the car with the others, Annette went out for his first session in the Excel and came back very impressed with his

ability and skill, Alan Brown then took him for a run in the Baleno which added to Duncan's experience levels, Alan then jumped into the Excel and rode for quite a few laps with Duncan giving him even more advice on how to get the most out of his driving. By mid-morning Duncan was driving that well and fast enough that we got him to take potential sponsors and guests for rides in the Excel, all of whom got out very impressed with his speed and smoothness. Sunday ended all too soon for us as we had finally run out of tyres so we packed up and headed home.



Duncan taking Tony for a run



Our "professional" instructor Tony Kabel

The guy's competition debut is Saturday 17th night at the Willowbank dirt sprints, if you are free please come along and cheer on our newest members.

The building of this car has been a great experience and we would really like to thank our sponsors and supporters for all of their help in getting us to this stage. The team has received help from the following companies and teams-

All Trades Qld-Supplied all of the personal safety gear.

Keema Automotive Group-Supplied the car, the work time, the parts and the money.

Luke Page-Supplied the tyres and wheels and most importantly his time for the training day.

Mild to Wild exhaust-Supplied the exhaust system for the Excel.

Trailers by Chris-Helped out with tyres for the guys for the first event.

Ship Shape Ships (John Keen)-Subsidised the entry fees for Hirstglen.

Tony Kabel-Supplying a roll cage (yet to be fitted) and his time to help the guys learn.

Hyundai Australia-Supplied a set of wheels for the car, and continuing parts assistance.

Ben from Peter Wiles Stripes-For all of the sign writing on the car.

Jamie at GSA suspension-Helping out with the shocks, springs and advice and price (the car landed really well even sideways at 130kph)

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It's Fire and Brimstone – Unleash the Off Roaders

By Andrew Lenton

I'm trying to think of a word that describes the Gundy Australian Off Road event and... well... I can't seem to come up with anything other than 'MAD!' Mad as in 'It's Going Off' or 'Kickin Butt' or 'Awesome' or perhaps just flat out crazy 'cut snake' style.



As a first timer to an off road event I was baptized with the daunting duty of setting the field in start formation at the line up. Armed with nothing but a yellow piece of paper listing the starting order, and with Simon, our fearless leader as my officiating partner in crime, I naively followed instruction and stepped out onto the dusty road leading into the holding area where the cars were to be lined up for start.



I firstly noticed the seriousness of this sport. These Off Road competitors truly are the rogue Knights of the Motorsporting Round Table. The brave souls that step selfishly into battle to present a spectacle of spills, thrills and tree smacking adrenalin for a crowd eager to see some action.



The time, money and preparation spent on these vehicles is beyond description and their ability to perform in the harshest of conditions is directly reflected.



As the competitors started to roll into the start area, it became increasingly obvious to me that they were here to race with no other agenda, and their main objective was to hit that start line as soon as possible. You could feel the tension in the air as they edged closer, engines crackling, the steely whites of their eyes glinting from inside the shadowed cockpits of their spirited mechanical steeds.



The air was thick with anticipation and excitement. Impatience was building and even if you couldn't feel it, it was clearly noted in the highly expressive off road lingo, the likes of which would certainly gain the attention of any seasoned road rager.



As vehicles drew nearer and as the clock wound closer to start time, the number of competitors rolling in dramatically increased. Holding them back seemed impossible and I found myself stepping out as a human boom gate to prevent them from jumping the queue but after a very short time learned to scramble back out of the way again... Quickly! The frenzy was exciting as the first vehicle was ready for launch. Competitors were missing, some were early, others were rolling in late and seeding them in the face of a traffic jam that could rival the Gateway Arterial became increasingly challenging but somehow it all came together.



The first buggy powered away leaving the media scrambling for cover in the wake of an enormous rooster tail of dust and rocks. Immediately a cracking pace was set as we watched the buggy weave it's way through the scrub, over jumps and holes, some of which, I am sure, would require open cut mining permits. Full noise seemed the order of the day and everyone stepped up to the challenge. One by one they sped away to tackle the confronting 400 kilometre event and finally, as the dust cleared, silence fell over our temporary tent and big rig city. I can only express this moment as relieving. They were all on their way. But in the distance a dust cloud was looming.



The first competitors were back in for service and it was all action stations to prepare for the new start line up. This time I opted for wearing a very bright fluorescent safety vest purely as a kind of comfort blanket knowing that at least I could be seen as I was being run down. As the cars rolled in

it was clear that they had traversed a tough track. Bits missing and noises that didn't belong seemed a common theme. Some cars had extra bits of leafy flora protruding from the strangest of places. Some cars just looked unhappy with squashed panels and broken suspension and others looked keen to do it again, unlike one of the sore and weary wives I spoke to who was wondering what she had gotten herself into doubling as co-driver for the weekend.

It was 'Fire and Brimstone!' A bit dramatic perhaps but I'm actually not far from the truth. The sun was hot. The dust was a thick red and although there was no hot volcanic ash, some of these cars were on fire and I don't mean that they were going well. I mean 'on fire!' with real flames and smoke. But in the off road world, that's not a problem. Just get back to the pits, put it out, refuel, get back out for another lap and it's all good.



During the whole event and with a few extra hands, we mostly succeeded in setting up the starts without too many issues even with some starting order changes thrown in for good measure. In between dodging huge rolling tires, steel bars, choking dust and hot exhausts, emerged an exciting and fun couple of days. I must say, I am extremely impressed with the quality and professionalism of the vehicles and teams. Also a big thanks for the patience, understanding and friendliness of most of the competitors as we were working hard to get you to the line in the right spot

at the right time. It certainly is a great sport to watch and I enjoyed being part of the weekend.



After two days of several extreme, vehicle smashing laps and chaotically calm restart line ups, I have no idea who placed where but I had a ball. Thanks to all the organisers, managing teams, officials, competitors, land owners, spectators and the many others for making the weekend possible.



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Government funding for Rally of Queensland

Acting Premier, Andrew Fraser, has announced more than \$1 million in funding for the Queensland Events Regional Development Program (QERDP) to help bankroll 45 regional events across the State. Rally Queensland is one of the events to receive funding.

“The Toowoomba Carnival of Flowers and the International Rally of Queensland will both be elevated to Significant Regional Event Scheme (SRES) status, which means both events will benefit from a \$150,000 investment over three years.” Mr Fraser said recipients would use the funding to employ staff, produce promotional material and websites, and hire infrastructure.

“We are seeing many events utilise QERDP funding to better plan for the long term, develop alternative income streams and embrace ecologically responsible practices,” he said.

Ex-Bates Corolla for Queensland

The teams of Ryan and Rebecca Smart and Simon and Margot Knowles will join forces for the 2010 Australian Rally Championship season and both will campaign ex-Neal Bates Motorsport Toyota Corolla Group N (P) cars.

Having recently had the opportunity to test the cars in Canberra with Neal Bates, both Ryan and Simon were excited at the prospect of stepping into these very competitive cars.

Ryan was ecstatic after the test session: “I can’t believe how comfortable I felt in the car straight off the bat. These cars are so well engineered and the total package will really provide me with the right tools for what I’m trying to achieve in 2010.”

Ryan showed great potential during 2009, competing in the Mitsubishi Lancer Evo VI with a podium finish in Queensland and consistent top five finishes throughout the year.

“The Group N(P) Corolla will take me to the next step with more podium finishes in 2010 and a stronger contender for the championship next year,” he added.

The Knowles’ have been regular competitors in the ARC since 2005: starting with a Class P3 front-wheel drive car then progressing to the Evo



VI and now the Group N (P) Corolla.

“We’ve had some really strong results during 2009 and basically finished top ten at each round except SA,” Knowles said. “I guess the choice for us with the Evo for next year was a potentially costly refresh of the car and still be in an older car, or take the plunge into something newer. To be competitive at this level you need to keep stepping up!”

The two teams joined forces for a number of rounds in 2009 combining transport, parts and service crews.

“Our service teams really work well together and it seemed the best move for both Ryan and us to again be in the same cars,” Simon added.

The teams will receive on-going technical and parts support from Neal and the team at Neal Bates Motorsport to ensure they achieve the best results with the two new cars.

I Noticed...

I noticed today, whilst participating in the QLD Challenge what a great bunch of people make up your club. I saw many of the people that were there two years ago helping out. I saw people that were running the QLD Rally Championship when I spectated years ago.

I noticed the hearty welcome and extra special effort some person in your club thought of to include muffins and small chocolates at the start of the day.

I noticed at the end of stage 1 / start of stage 2 the attendance of an official promptly offering tools, expertise, assistance when we had an issue with an intercooler pipe come off. Thank you to that volunteer. I noticed how well the whole day was run and how smoothly everything went. That's not always so obvious.

I noticed volunteers driving their own vehicles for hundreds of kilometers picking up VRC boards after us and cleaning up the chicane barriers as the competitors merrily headed home. I noticed the volunteer barbecue chefs at lunch time, and assume their were other helpers preparing that food, and probably others clean up later. I saw more people in fluoro coats in the middle of the closed Wivenhoe stage near barriers (some on their own) watching after us and ensuring the barriers weren't moved.

I saw from a distance the timekeepers at the end of the last stage jumping out of the way when I launched over the final hump toward them thinking I wasn't going to make the last chicane and stop. It made me laugh :-)) Thank you very much to all those that contributed to a fantastic day out - those that I did notice and those that I may not have seen. I think BSCC has a marvelous group of members and supporters and some of us do notice. Please pass this on to as many of those people as you can. You made my day.

Cheers

Peter Lopherd

#24

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