



BRISBANE SPORTING CAR CLUB



International Rally of Queensland 2011

Coming Events



The Solvix Social Scenic Family Fun Run
Sunday 31 July 2011



Motor School Winter Challenge
August 6th 2011



Photo credit: Jeremy Rogers www.jrphoto.com.au

Presidents Report

To my fellow BSCC members.

2010 – 2011

Last year, being Vice President under Brian Everitt I found it most enjoyable, and at the AGM in May 2011 I was voted in as President

I would like to take this opportunity to thank Brian for his assistance.

Secondly, I would like to thank the Board and the members for having confidence in me to fulfill this important position and I hope to serve the Board and Members in a manner that will help keep our Club a happy, successful and financial one.

My utmost commitment is given to BSCC, and I would like you all to feel at ease that you can approach me at any time, as my door is always open.

I want to say thank you to the Board Members, Patrick Hetherman, Neil Michel and Simon Knowles, who were on the Board last year, for their efforts and enthusiasm.

These gentlemen have worked hard for the club and I would like to pass on to them, just how much their time and effort has been appreciated.

Each of these guys has helped me enormously, and for that I thank them.

The Board

This year The Board has some new members, which I am sure will bring some new ideas together with a new fresh approach.

The names of these members are, John Keen, Paul Woodward, Matthew Whalley, Rob Perrin, Terry O'Dell, Mark Neary and Jamie Macfarlane.

Remaining on the Board from last year are Errol Bailey, Brian Everitt, Del Garbett, Nathan Long, Eugene Childs, Jim Reddiex, Rod Sams and myself.

As you can see this year we have a healthy Board and I know each of them will give as much as they can to fulfill the job they have, and to be part of making BSCC the car club that competitors and officials believe is a wonderful club.

A special thanks must go to Rod Sams who has accepted the position of Treasurer for this coming year, and I know he will do an excellent job.

A special thanks also to Errol who offered to stand in as Treasurer during the past year.

Without Errol's commitment, we would have struggled.

The Club

The Club is struggling at the moment due to the lack of officials to help run events which is the heart of our business.

Without events we have no Car Club.

I make a plea to you the Members for your help, to assist me in implementing a process to start turning this situation around.

Please consider the benefits that you can offer the club.

The Board and I need every one of you, don't feel afraid or uncertain, remember my door is always open.

Club Rooms

The improvements to the club rooms is well under way.

The mezzanine floor is in place and painted with the door between it and the Board Room

is all but finished and is looking good.

The frame work for the wall between the office and the store room is about to get installed so Nathan and Andrew can then run the cables for phones, internet and power supply for power points.

There have been numerous members who have helped in this project and I will mention them all at a later date but it would be remiss of me if I didn't say a big thank you to Jim and Val Reddiex for without them we wouldn't have had the progress we have achieved at the present.

Their time and input into this project has been enormous.

IRoQ.

The event has been a huge success and Errol and his team have worked tirelessly for many months to achieve this standard.

The effort that goes into an event of this magnitude is enormous and the Organising Team must feel very proud of their results.

On behalf of the Board and the Members we thank you.

Each month I will attempt to write a column to keep everyone informed, and if you want me to attend to any matter, feel free to contact me.

Until next time.

Barry Neuendorff

Home phone No. 07-3264-1541.

Work No. 07-3394-1411.

Mobile No. 0414-335-862.

Email saabcare@ozemail.com.au

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THANKS FOR A GREAT RALLY



The fight to the finish of both the APRC and ARC events capped off the biggest and best international field seen in Australian rallying for many years and certainly made the efforts of our hard working teams all worthwhile. With 16 international crews competing, ROQ had more international teams involved than any previous APRC event in Australia.

Well done to Mark Higgins & Ieuan Thomas from Great Britain who took their Evo X from the Chinese Southeast Motor Kumho Team to a last stage victory in

the international event, and to fellow Queenslanders Ryan Smart and John Allen who similarly took out the national event in their Toyota Corolla on the final stage.

The common comment at the end of the rally, and for the many days following has been **thanks for a great rally** – this result didn't come about from the results of one person, or from one team, or the organisers, but rather from the combined efforts of the **IROQ Team** working together to put on a professional event for our many visitors from overseas and interstate.

I feel very humbled to be Clerk of Course for such a dedicated group of diverse people who put together an event which provided so much value and enjoyment for competitors, sponsors and spectators alike.

Thank you being involved and for doing your allotted tasks to the best of your ability.

A special thanks to Forest Plantations Qld for the use of their challenging forest roads, to the Qld Dept of Infrastructure and Planning and the Sunshine Coast Council for the roads for the Caloundra Shootout, and the Mary Valley Show Society for the Hella Service Park at Imbil which has to rank as one of the best in Australia.

Yours in rallying

Errol



Photo Credit: ChantallPhotographix www.chantallphotographix.com.au

Jeremy Rogers www.jrphoto.com.au

VW Polo S2000 makes a triumphant return

After an absence of over 10 months from the local scene, the VW S2000 team of Marius Swart and Gerard McConkey returned to the roads of Imbil for this weekend's International Rally of Queensland. The result being a clean sweep of both rounds of the Queensland Rally Championship, with the event described as a resounding success by the team.

Sidelined for almost a year whilst rebuilding the engine, all stops were pulled out to complete it in the weeks just prior to the event, with a last minute hiccup when it was discovered that the oil cooler/heat exchanger had a leaking seam, this being the root cause for the overheating problems which forced the rebuild. None was available locally so one had to be flown in from VW Racing South Africa arriving on the Thursday morning before IROQ.

Straight out of the box, with every part of the car now having been rebuilt by Marius, the Polo ran like clockwork, setting competitive times on both runs of the Tarmac Super Special Stage, and starting the day on Saturday in 2nd Place QRC behind Kent Lawrence, the current QRC Leader in his Evo 6.

If recce was any guide, the roads were expected to be rough, but the strength and quality of the Polo was likely to be the teams' big advantage, necessary to run through the stages faster than the rest.

Initial Stage times were good and consistent, (considering the lack of Stage miles driven by Marius over the past twelve months) but were just slightly down on the pace of Lawrence in his Evo. The Team had put in a huge effort writing the Pace Notes for this event employing a new system to generate speed and consistency, and they were working brilliantly, giving Marius the confidence to step the pace up as he became more and more comfortable with the car and the notes.



The S2000 Polo is back – and triumphant!

Stage 5 , Million LA, turned out to be pivotal in the event when the team crested a rise to find Lawrence and his Evo tangled in the shrubbery on the outside of a tight right hander, effectively handing the lead to the VW Polo S2000 team. Results from Day 1 gave the team a solid win, with a 4 minute lead over Cameron Sluice in second and Ian Menzies in Third.

Day 2 brought even better stage times for the team with Marius starting to extract most of the awesome potential of the VW. Road conditions continued to degrade and the high rate of attrition for the event carried on, with more fall outs due to crashes or mechanicals, but the Polo just got stronger.

Ironically, Marius and Gerard pushed the car through nearly 230km of competitive stages, without a scratch or a hiccup, only to throw the car off the road twice just 3km from the end of the very last stage of the rally, resulting in about a minute of lost time before getting back onto the road and back up to pace.

Ultimately the team came home First QRC again for Heat 2, with a 2minute 19sec lead over Wayne Menzies in the EVO 6 and a further 40 seconds to Ian Menzies in the Falcon.

The results from this weekend place Swart and McConkey into the lead of the Queensland Rally Championship point score, making the upcoming Capricorn Rally at Rockhampton in July now a "must do" to ensure the title can be secured for 2011

Special thanks from the Team must go to the tireless service crew of Brian Loopstra, Chris Scott from Scott Motorsport and Des Collins for their huge efforts in getting the car prepared before the event, and their professional and precise servicing during the running of the rally.

Photo Credit:
ChantallPhotographix www.chantallphotographix.com.au



2011 MEMBERSHIP APPLICATION



APPLICANT INFORMATION

Name:

Current Residential address:

City:

State:

Post Code:

Home Ph:

Work Ph:

Mobile Ph:

Email address:

Postal Address:

Age:

Occupation:

I would like my Club Magazine (please tick one)

Posted

Emailed

I'll Download off the Website:

OFFICIATING DUTIES

Officials Licence Number and Categories

I would like to assist at the following events: (Please Tick)

Short Course Rallies

Qld Rally Championship

Rally Queensland ARC

Aust Off Road Championship

Touring Road Events

Motorkhana

Club Events

Club Nights

ACTIVITIES

I am interested in participating in (Please tick)

Rallies

Off Road

Touring Road Events

Motorkhana

Sprints (Circuit)

Drifting

Social/Family (Suggestions?)

Other : (Please advise)

PROPOSERS

1st: Name

Signature:

M/Ship No:

2nd: Name

Signature:

M/ship No:

Method of Payment: CASH ~ CHQ ~ CREDIT CARD ~ M/ORDER ~ DIRECT DEPOSIT ~

Direct Deposit to : NAB Brisbane Sporting Car Club Account 50845 2534 BSB 084391 Ref: (Your Name)

CARD HOLDER NAME:

CARD NUMBER ____ / ____ / ____ / ____ EXP DATE ____ / ____

I, the Undersigned, hereby make application for membership of the Brisbane Sporting Car Club Ltd and attach herewith the membership application of \$ _____ for the year ending 31st December next. I acknowledge that pursuant to the terms of the Constitution, the Board is not required to deal with this application until such time as the abovementioned subscription fees are received by the Company. I agree to be bound by the Constitution of the Company and any amendment of extension thereto:

Signature of applicant:

Date:

M/ship Type: ORD : \$55.00 ~ ASSOC : \$25.00 (Ord Member Partner) ~ Junior \$5.00 ~ Family \$90.00

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The Co-Pilot Rally Watch is specifically designed for rally co-drivers and is used by the world's leading co-drivers including Daniel Elena and Phil Mills. This unique watch, which shows both time of day and a stopwatch simultaneously, has been designed by co-drivers with a host of functions dedicated to rally use, while remaining very easy to use. The watch can store up to 30 stage times, has a large, clear display, and can be set to a choice of pre-start functions which allow the co-driver to start the stopwatch at any time during the preceding minute of their stage start time.

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MOTOR SCHOOL WINTER CHALLENGE

August 6th 2011

MESSAGE FROM THE CLERK OF COURSE

The Second **Motor School Winter Challenge** is being run in South East Queensland on Saturday 6th August. The team from Motor School has returned to offer their support for this event, aimed at both the novice and experienced crew in both road and competition cars. Motor School is a leading provider of driver training to the corporate world, with national and international clients. If driver or fleet risk management is important to you, then contact Motor School to talk about tailoring a course for your corporation.

The **Motor School Winter Challenge** will adopt a similar format to other Touring Road events, with a combination of navigation sections and special tests. The start of the event will be from the Willowbank Raceway (Dragstrip) area with a couple of special tests designed to give crews maximum excitement to start the day. Lunch will be provided along the way.

The **Motor School Winter Challenge** is a Touring Road Event with speed and non speed sub-events designed for standard road cars. Both crew members must have a CAMS 2NS (or higher) license, CAMS approved helmets, and the car must be fitted with safety triangles. Neck to wrist to ankle clothing of a non flammable nature is also required for the special tests. Specialised navigation equipment (Halda, Terratrip) is not required, however a working odometer is strongly recommended, as are a first aid kit and fire extinguisher.

The distance will be under 250km, with several special tests along the route. These may include motorkhana, skill and auto tests at selected venues and car parks along the way. In recognition that not all crews are experienced in navigation, this event will cater for those.

Navigation will be straightforward using the latest tourist maps of the area. These will be supplied by the organizers, however a recent refidex may assist. Instructions may include night run style, tulip diagrams, map trace, map features, grid references and herringbone charts. The aim is to get all competitors around the course, and the instructions have been prepared with this in mind.

An **information night** will be held prior to the event. For those crews "not sure", this evening will provide more details on the event and also explain the type of navigation to be used, crew and car requirements. More information on this and the event will be available at www.bscc.asn.au as soon as possible, or contact the BSCC clubrooms on 3846 0233 during the day for further information, or to be included on the mailing list.





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President's Report

(AGM – April 26 2011)

Members, Guests, Ladies and Gentlemen,

At our AGM in March last year, there was some concern that the Club may not have been viable for 2010 and beyond. Well, I'm happy and proud to say that we have made it to 2011, although not without a fair degree of stress, frustration, lots of hard work and late nights.

Before I get into the body of this report, there are many people who I must recognise tonight. I apologise in advance if I miss anyone.

Much work has been done over the past 12 months on the website and newsletter - all the credit for this goes to Brad Smith, Nathan and Andrew. Well done guys.

Thank you to David Ovenden for his kind assistance with our trophies and awards.

Thank you to WOW Sight and Sound for their ongoing support by providing items for Officials who help at our events, and to the various raffle donators – Ironman 4x4 in particular who provided us with a range of off-road equipment (Rob Perren was instrumental in this – thanks Rob).

Also a huge thank you to those who loaned monies to the Club which helped us survive a financial hurdle during the middle of 2010.

To the various Clerks of Course and their Teams of Officials, thank you all.

At this point I must also pay tribute to, and express my admiration and heartfelt thanks to the 2010 Board. The amount of hours put into Club matters over the past 12 months, and the sacrifices made to undertake this, was well beyond the Call of Duty.

To make it to this point in our History is truly a remarkable effort, made possible by a small group of motorsport-passionate people. To Barry, Errol, Neil, Jim, Del, Patrick, Rod, Nathan, Simon, Eugene, Brad and Andrew – job well done.

Of course all our efforts would have been for nought if not for Berenice, who, without regular support, and with very little recognition, somehow manages to

hold all this together on a daily basis - it must be totally frustrating at times. Berenice, thank you for your undying enthusiasm and your individual effort!

A major part of the “survival” strategy agreed to at the 2010 AGM was to investigate the sale of Montague Rd and find new premises. Folks - welcome to our new abode. We believe the location and set-up is a whole lot more conducive to our activities and events – and we can even park out the front!

Other strategies included adjusting the type of events that the Club conducts, along with the Membership structure, all in an effort to attract both new and older members back to the fold.

Significant changes to these areas have been made and are already active and proving promising. One of the Membership changes was the introduction of the Gold, Silver and Bronze Membership levels. I’m happy to report that we currently have 1 Gold Member (Colin Hunter), 4 Silver (Paul Woodward, Martin Darch, Neil Michel) and 2 Bronze (Mike Bailey, Prescilla Winter, Ed Mulligan).

That brings me to events. After so many years battling drought conditions, the heavens finally opened up and delivered a very damp second half to 2010. Cancelled events became the call of the day..... and then came the “great flood”.

As most of you will be aware, the Montague rooms ended up with about ½ metre of floodwater through them. Thanks to the efforts of Nathan, Mark Neary and Berenice in moving vital equipment, minimal damage was experienced. Unfortunately most of the office furniture was damaged and had to be discarded (and if anyone here tonight has any surplus office furniture at home, please let Berenice know).

Of course, all this drama happened a week before the “big shift” to our new Clubrooms here at Banyo.

At that time, in my mind, a very scary scenario was developing – flood clean-up required, heaps of stuff to move urgently, no one to do it. How wrong I was. I must say it was very humbling to see so many helpers turn up with trailers and mops and buckets to ensure the gear that needed to be moved made it in good order to Banyo.

So, we had our new Club rooms - with all the gear crammed inside. Berenice was operational, albeit in very primitive conditions, and even the Australian Motorsport fraternity pitched in with some much-needed support with the

Brindabella Motorsport Club and a South Australian group donating some funds to help our recovery – ‘onya fellas – your support, well wishes and donations were very much appreciated.

Over the following weeks the mezzanine floor (that will eventually house the bar area) was designed and constructed. For this engineering marvel, we can thank Jim Reddiex and his band of willing workers. We’re nearly there, but obviously there is plenty more to do. A far cry from the old Montague Rd “hole in the wall” though, I think you’ll agree.

So, where to from here? This is where the Board looks deeply into the crystal ball.

Selling and buying buildings, and moving and developing the Club rooms were truly monumental tasks. But probably not as monumental as the next phase – that is, building the Membership.

It is becoming increasingly obvious that most of our senior Members are becoming less and less able to provide their time to Club duties and activities due to work and family pressures.

This small band of people are extremely passionate about their sport. They probably have more passion than brains because they keep putting their hands up for jobs. Unfortunately, individual passion doesn’t last forever.

In an effort to re-energise Members, Officials and competitors, the 2010 Board has recommended and scheduled a range of new and different styles of events for this year. Only one problem; we still do not have anyone to run some of them. Unfortunately, most of the Board (who by the way, are involved in some way, shape or form in most events this Club conducts, as well as being trusted to run the business), personally don't have the time to put any more effort into these endeavours,. Even advertising the urgent need for organisers for these events in the Club magazine proved next to futile. Perplexing and frustrating, to say the least.

It would be extremely sad if all our good efforts came to nothing - that would really hurt. If we’re to continue being successful, this Club really needs others to stand up, take on new roles, build experience, expertise and knowledge. Rest assured folks, if no one is prepared to do this, we might as well all pack up and go home now.

On a positive note it was refreshing to hear of many offers of help in getting the rain-delayed Gallangowan event up and running this year, given the problems with limited access and road damage.

I was also recently encouraged by an email I received from a fellow Club Member titled:

“Economic study conducted - by Jamie Macfarlane”

“I’ve been going through the filing cabinet and shredding old stuff and found the following:

Year 2000; my entry for Rally QLD (QRC) cost \$566.50 including GST.

Year 2010; my entry for Rally QLD (QRC) cost \$1360.00 including GST. An increase of 140%

Year 2000; my power bill cost \$51.50, this was before GST, \$56.65 including GST.

Year 2010; my power bill cost \$502.57 including GST. An increase of 787%.

Year 2000; Membership to the BSCC was \$80.85 – GST included.

Year 2010; Membership to the BSCC was \$95.00 – GST included. An increase of 17.5%.

*In 2011 it was \$50.00; a **decrease** of 47.36% from the previous year.*

My income has gone up by 146% in the same decade - and I am still in the same industry.

My ability to afford rallying has improved, however my ability to afford the utilities has diminished.

When people complain about the cost of involvement in our club and motorsport, I wish they would stop and think first.

Inflation is a reality! The BSCC has kept inflation in check pretty damn well in my opinion.”

Enough said!

The newly elected Board will certainly have some very tough decisions to make over the coming months, and I hope and trust this Club has the intestinal fortitude and competitive spirit to see it through these testing times. Fellow Club Members, the future of your Club truly now, is in your hands.

Lastly, I must make note of a range of missing equipment – Wharton clocks and radios in particular. This equipment is crucial for us in running events. If anyone knows where it is, please return it poste haste, or let us know where it is, so we can retrieve it.

Role on 2011.

Sincerely,

Brian Everitt
President



Sunday 31st July

This event has two categories,
Basic navigation and observation type.

Both events start at the Brisbane Sporting Car Club premises at 16/23 Ashtan Place Banyo and finish at Dayboro Showgrounds.

First car in the navigational event will start at 8-30am and has 5 hours to complete the 200 km course. The course is based on street directory type maps which will be supplied. Instructions vary from grid references, entering places from a specific direction, cryptic clues which will be identified by being printed in "*italics*" and an overlay map. There will be a few observation questions to answer just to keep the crew alert. It is not my intention to get you lost, all the information you need is in the maps supplied.

The family fun run will start at 9am and has 4 hours to complete a 175 km run. Both events follow a similar but not the same course through the scenic areas of Samford, Lake Samsonvale, Clear Mountain, Dayboro and Mount Mee. Instructions will give distances and direction of travel such as at 26.5 km turn left at T junction. These will be abbreviated to TL @TJ etc and a list of abbreviations will accompany the instructions. To counter the difference between speedometers and the Terratrip of the set-up car there will be two columns of distances, the first showing the accumulative distance and the second which will allow you to zero your trip

meter and thus reduce any error. These zero points will be in bold italic print. 50 observational questions lurk in the instructions, some answers will have to be written and some just ticked. With one exception there should be no need to stop to obtain the answer as we don't want to impede other road users. Hopefully this will keep passengers involved and prevent the oft asked question "are we there yet?"

On arrival at Dayboro showgrounds there will be some driving skill tests for both events that will be counted in the results. There are no speed events.

Once the competition is finished there will be a number of tests involving cars and crews which are not compulsory. These events will further test your skills and judgement and provide a lot of fun. A great opportunity for learners to show their stuff!

Entry fee for the navigational event is \$55-00 and for the observation run \$35-00.

Entries open 1st June and Supplementary Regulations will be on the BSCC web site.

Honourary membership of BSCC for the day will be given to any entrant who is not a member of CAMS affiliated club and no CAMS licence is required.

For further information contact Jim Reddiex on 0419 10 45 48 or 32986454.

Did you know?

You may have noticed Viv Gees had a larger service crew than normal at Rally Queensland this year.

Well, actually it was journalist Nick Holliday and his photographer Daniel Peut. Nick and Daniel spent the event with Viv and Brad as preparation for an article to be published in Gasoline Magazine in August.

Look for the story in Gasoline magazine in newsagents in August. Shouldn't be hard to spot the car.....

More about Gasoline magazine at <http://columnshiftmedia.blogspot.com/>



Brisbane Sporting Car Club Limited

ANNUAL GENERAL MEETING

Meeting Held: Wednesday 27th April 2011.

Brisbane Sporting Car Club
16 – 23 Ashtan Place Banyo.

Opened: 8.00pm by Brian Everitt.

Attendees: As per Attendance Book.

Apologies: Dick Owen, Barry Neuendorff, Neil Michel, Tom Barton, Lawrence Svenson,
Peter Whalley, Simon Knowles.

Proxies: Noted.

ITEM	TOPIC	ACTION
1.0	MINUTES OF PREVIOUS MEETINGS The Minutes of the Annual General Meeting held on 18th March 2010 and the General Meeting held 18 th June 2010 were circulated to members present. On a Motion moved by Eugene Childs and seconded by Nathan Long IT WAS RESOLVED to accept the Minutes of those Meetings as circulated as a true and correct record of the proceedings at the Meetings.	
2.0	BUSINESS ARISING FROM THE MINUTES OF PREVIOUS MEETINGS There was no business arising from the previous minutes of the previous meetings.	
3.0	PRESIDENT'S REPORT- year ended 31 December 2010 by Brian Everitt. Report tabled – see attached.	
4.0	FINANCIAL REPORT – year ended 31 December 2010. The Treasurer referred to the Audited Financial Report for the year and highlighted the following significant matters; <ul style="list-style-type: none">the profit for the year was due solely to the sale of the West End property – actual Club operations ran at a loss for the third successive year.the club must run more events to increase income.with the new restructured membership it is hoped the club will increase membership income.International Rally of Queensland reversed the losses of 2009 and made a moderate profit in 2010. On a Motion moved by Jim Reddiex and seconded Paul Woodward IT WAS RESOLVED to accept the Financial Report for the year ended	

ITEM	TOPIC	ACTION																																												
	31 December as tabled																																													
5.0	LIFE MEMBERS There were no nominations for a election to Life Membership																																													
6.0	ELECTION OF BOARD MEMBERS: All positions were declared vacant and Jim Reddiex took the Chair. The Meeting endorsed the appointment of the following Office Bearers for the ensuing year. <table border="0" data-bbox="320 674 911 1346"> <tr> <td>President:</td> <td>Barry Neuendorff</td> </tr> <tr> <td>Vice President:</td> <td>Brian Everitt</td> </tr> <tr> <td>Treasurer:</td> <td>no appointment</td> </tr> <tr> <td>Asst. Treasurer:</td> <td>no appointment</td> </tr> <tr> <td>Secretary:</td> <td>Errol Bailey</td> </tr> <tr> <td>Club Captain:</td> <td>Nathan Long</td> </tr> <tr> <td>Immediate Past President:</td> <td>Brian Everitt</td> </tr> <tr> <td> </td> <td></td> </tr> <tr> <td>Magazine Editor:</td> <td>Brad Smith</td> </tr> <tr> <td> </td> <td></td> </tr> <tr> <td>Registrar:</td> <td>no appointment</td> </tr> <tr> <td> </td> <td></td> </tr> <tr> <td>Auditor:</td> <td>John Grounds</td> </tr> <tr> <td> </td> <td></td> </tr> <tr> <td>Board Members:</td> <td>Del Garbett</td> </tr> <tr> <td></td> <td>Mark Neary</td> </tr> <tr> <td></td> <td>Terry O'Dell</td> </tr> <tr> <td></td> <td>Matthew Whalley</td> </tr> <tr> <td></td> <td>Nathan Long</td> </tr> <tr> <td></td> <td>Jamie Macfarlane</td> </tr> <tr> <td></td> <td>Robert Perren</td> </tr> <tr> <td></td> <td>Paul Woodward</td> </tr> </table> <p data-bbox="320 1442 1219 1532">Past President Brian Everitt welcomed the new members to the Board, and thanked Barry Neuendorff for his support as Vice President in 2010 and congratulated him on his appointment as President.</p>	President:	Barry Neuendorff	Vice President:	Brian Everitt	Treasurer:	no appointment	Asst. Treasurer:	no appointment	Secretary:	Errol Bailey	Club Captain:	Nathan Long	Immediate Past President:	Brian Everitt	 		Magazine Editor:	Brad Smith	 		Registrar:	no appointment	 		Auditor:	John Grounds	 		Board Members:	Del Garbett		Mark Neary		Terry O'Dell		Matthew Whalley		Nathan Long		Jamie Macfarlane		Robert Perren		Paul Woodward	
President:	Barry Neuendorff																																													
Vice President:	Brian Everitt																																													
Treasurer:	no appointment																																													
Asst. Treasurer:	no appointment																																													
Secretary:	Errol Bailey																																													
Club Captain:	Nathan Long																																													
Immediate Past President:	Brian Everitt																																													
Magazine Editor:	Brad Smith																																													
Registrar:	no appointment																																													
Auditor:	John Grounds																																													
Board Members:	Del Garbett																																													
	Mark Neary																																													
	Terry O'Dell																																													
	Matthew Whalley																																													
	Nathan Long																																													
	Jamie Macfarlane																																													
	Robert Perren																																													
	Paul Woodward																																													
7.0	PRESENTATION OF AWARDS – year ended 31st December 2010. Presentations were made to the following winners. <ul style="list-style-type: none"> ▪ Rally Champion: Rob Bishop. ▪ Off Road Champions: no award made ▪ Touring Road Champion: Michael McMillan. ▪ Ladies Champion: Joanne O'Dell. ▪ Officials Champion: Del Garbett. ▪ Achievement Award: Glen Weston. ▪ Club Champion: Tony Best. ▪ Sportsman's Award: Viv Gees. ▪ BSCC Club Award: Nathan Long & Mark Neary. ▪ Juniors: no award made 																																													

ITEM	TOPIC	ACTION	
8.0	<p>GENERAL BUSINESS</p> <ul style="list-style-type: none"> • Helen Best issued a challenge to all rally co-drivers to get more involved in the Club's activities • Berenice Stratton thanked all the many Club members who had supported her in so many ways during the past year. • Errol Bailey reported on plans for the forthcoming International Rally of Queensland and foreshadowed an increase on the profit achieved in 2010. • Club Captain Nathan Long thanked Errol for his continuing involvement in IROQ in particular, and in the Club's activities in general. 		
9.0	<p>CLOSURE Meeting closed at 855 p.m.</p>		

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Targa Tasmania 2011

Targa Tassie first-timer Allen Dibble (driver) and Targa veteran Tony Best (navigator) both BSCC members ready to go on day one and also at the finish line. The car, driver and navigator had a fantastic and safe race !



NIGHT RUN REPORT

The MG Car Club ran another successful Night Run on Friday 20 May.

As a result of my Article in the April Edition of Brisport it was good to see that the number of BSCC entries doubled. Regular Competitors Rod Sams and myself were joined by Ian and Cameron Gorski.

The Route Instructions consisted of Navigation using a Brisbane Street Directory. There were eighteen Questions to be answered at various mapped locations. This was easy enough but the tricky part was to find the overall shortest mapped route that passed through these eighteen points, fairly hard when they were spread over about ten pages of the Street Directory.

There were therefore quite a few interpretations of shortest mapped route. Some Competitors found a shorter route than we did. This made the event quite a challenge but everybody enjoyed it.

When the results were tallied up Rod and I were in fourth place with Cameron and Ian fifth.

As mentioned last month Night Runs are by far the easiest and cheapest form of Motor Sport that it is possible to compete in.

As some Club Members have suggested, it would be good if BSCC could again continue to organize Night Runs but I feel that these events still need more support from BSCC Members before we think about it.. The next MG Club Night Run will be held on Friday 15 July commencing at 7:30pm from their Clubrooms at Unit 8 / 16 Collinsvale Road Rocklea. Unfortunately this is the same weekend as the Rydges Rockhampton QRC but not everybody is going to Rockhampton.

Tony Best



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CAMS BOARD BRIEF APRIL 2011
239th BOARD OF DIRECTORS MEETING

The CAMS Board convened Wednesday 13 April 2011, via telephone conference commencing at 1900. The CAMS Board participated in the Annual General Meeting(s) held for:

- Australian Motor Sport Foundation Ltd;
- Australian Institute For Motor Sport Safety Ltd;
- Karting Australia Ltd;
- CAMS International Pty Ltd; and
- Confederation of Australian Motor Sport Ltd

The following decisions were taken:

ADDITIONAL AUSTRALIAN SPORT & CLUB DEVELOPMENT COMMISSION AND AUSTRALIAN OFFICIALS COMMISSION MEMBERS

The Board appointed Simon Millar (VIC) and John Young (NSW) as Commissioners for the 2011 Australian Sport and Club Development Commission; and Stephen Fox (WA) as a Commissioner for the 2011 Australian Officials Commission.

CAMS AUSTRALIAN TOURIST TROPHY

On recommendation of the Australian Motor Racing Commission the Board confirmed the Australian GT Sportscar Group would award the winner of the GT Enduro portion of the Australian GT Championship the CAMS Australian Tourist Trophy as it has done since 2008.

SAFETY CAGE AND ROLLOVER PROTECTION RULES REVISED FOR 2012

The Board approved amendment to Schedule J –Safety Cage Structures regulations, which have remained relatively unchanged since the last review in 2000. International FIA regulations and safety cage building practices have evolved significantly and to adequately reflect the evolution of various safety cage regulations, to remove some ambiguities and importantly apply the knowledge and experience gained in this area of safety over the past decade, a review of Schedule J was undertaken and will be implemented for 2012.

The review involved an extensive process, which has included the National Regulations Advisory Committee, the CAMS Sporting Commissions and a number of industry members.

While the regulations themselves have been substantially updated, it is envisaged that there will only be relatively small changes to the way the majority of builders would construct a safety cage, particularly for sports and touring cars. The regulations have been tailored both to good contemporary practice and an appropriate minimum requirement for various events, which is already voluntarily exceeded in many cases.

Please note that there are only a small number of retrospective elements to the new regulations. One change that will affect most is the requirement for FIA or SFI standard padding in the head region to improve safety in this important area. A staged implementation through to 2013 will apply, depending on the status of event entered.

If you are in the process of constructing a safety cage, please ensure that you examine the regulations in detail to determine if there are any new requirements you will need to meet in the build of your safety cage. CAMS have produced a checklist, which will assist in the evaluation of a safety cage design to meet the new regulations.

[Link to Safety Cage Check List](#)

Please note that if you have a car being built at present which does not meet the new requirements, then it is important that the car is log booked by CAMS prior to 31 December 2011 otherwise the safety cage will need to be modified to meet the new regulations.

FIA UPDATES

The Board noted reports from FIA meetings held as follows:

- World Motor Sport Council Meeting held 8 March 2011; and
- FIA Touring Car Commission Meeting held 8 February 2011.

MotorFest 2011

MotorFest 2011 will be held at Eagle Farm Racecourse from 10am - 3pm on **Sunday 17 July** and registration for the event is open now!

Those who attended MotorFest in 2010 have received a MotorFest registration form in the post. Clubs are eligible for a group discount of \$5 per vehicle when more than 10 vehicles are registered at the one time. You can [register online](#) or download and print a registration form [here](#). (Please note bookings must be received in bulk to be eligible for the discount).

More information on the event can be found at racq.com/motorfest.

If you are on Facebook you can also RSVP to RACQ's MotorFest event. To RSVP, simply click "I'm attending" on our Facebook [MotorFest event page](#).



Pitstop on Mt Mee

The Pitstop situated at 2070a Mt Mee Rd is a craft shop that also has light refreshments and great coffee. The site is probably one of the best on the mountain with views up and down the Mt Pleasant valley, past Dayboro and the North Pine Dam all the way to Brisbane City in the distance. On a clear day you can see the sand dunes on Moreton and North Stradbroke Island.

Apart from the local crafts and collectables for sale The Pitstop also has on display various car and motorcycle memorabilia as well as other interesting "old things", with a different motorcycle on display every month.



I'm sure I left it parked here.
Me too....

HELEN'S AVOCADO DIP

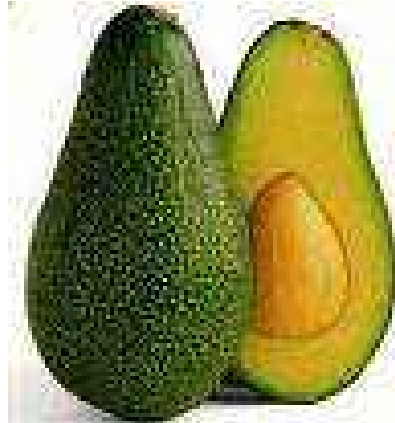
Following on from the Recipe for Nicole's Cob Loaf Dip that was featured in the December issue of Brisport I thought that I would give everybody the Recipe for my Avocado Dip.

This is the Dip that I took to the AGM and which received many favourable comments [and some people even took samples home].

- One 250g packet of Philadelphia Cream Cheese
- Two large Avocados
- Two Tablespoons Chutney
- Two Teaspoons Lemon Juice
- Half Teaspoon Tabasco Sauce
- Mix all the ingredients together in a Blender.
- EASY

Serve with Jatz Crackers or other savoury biscuits.

Helen Best



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Feb 1990 Mag

FORMULA GEMINI HITS QUEENSLAND RALLYING

by Ben Schmidt

Those of you who read Auto Action magazine, or have contacts on the grape-vine, would know that the 1990 Rally season will see the introduction of a "Formula Gemini" series in Queensland.

What an excellent idea! At last there is class of Rallying that is reasonably cheap and competitive. Cheap because the cars will be running to basically Group N specifications. And competitive because all cars will be similar, tyres will be the same and there will be decently sized fields. (If the early reports on car numbers are accurate).

PRC was the first step in revitalising Rallying in Australia, and I believe that "Formula Gemini" could well be the next step in bringing the popularity back into Rallying.

So, if you are about to build a new car for next year or are interested in getting into the sport or just happen to have an old Gemini sitting around the yard, why not consider joining the Gemini set. All you have to do is to get any standard RWD Gemini, put in a cage, harnesses, safety and navigation equipment and away you go.

If you want to get more sophisticated you can upgrade the suspension and you have a state-of-the-art Formula Gemini.

One of the men behind this series, Steve Ross, recently told me that he has had over two dozen people enquiring with regards to building cars for the series and at the time of writing he already has much sponsor interest!

This looks like being the best thing in Rallying for a long time in Queensland, so lets see as many people as possible getting behind this series to lift Rallying up to the status it deserves as arguably the best form of motor sport around.

Remember, the benefits of this renewed status would flow on to all areas of Rallying in Queensland, and Australia.

* Stop press. The series will now be known as the "Yokohama Gemini Challenge" with Yokohama being the major sponsor (along with Murray Coote Automotive). The control tyre is a Yokohama A011 13 x 165/80.

THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB

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

Brisbane Sporting Car Club
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