



BRISBANE SPORTING CAR CLUB

Special Club Night – Coming
this month....



You must RSVP
to attend!

What's in this month's edition?

- *Another great read – we hope!*
- *How about sending us a story or two!*

PRESIDENTS REPORT JULY 2018

June has been somewhat of an interesting month for me and the club. I started the month off with my Clerk of Course hat on as reported in last month's magazine. And with a great team in place, we organised and delivered the first round of the P3 Solutions QRC for 2018 with the Inspirations Paint Capalaba Hinterland Rally. Three weeks later I had my driver's hat (helmet) on as I competed in the second round of the KCF Rallysport Short Course Challenge at Jimna. It had been a year between drinks of that particular cup so I was pretty keen to be out there again. Sure enough, Simon and Margot ably assisted by many club members and others had pulled together from uncertainty a nice compact and fun event in the always-challenging Jimna forest. It was also my first time having a crack at a pace noted event. So, lots of catching up to do. History will show that despite everything ; I did not trouble the scorer's much except to record a DNF on SS2 with the words 'hit tree' against my name. Oops that hurt.



With such a wild swing in experiences what do I take away from June on the Rally front? Well first up, everyone involved is doing it for reasons of passion, enthusiasm, excitement, camaraderie etc. Organising or attending an event as an official involves personal cost, time and effort. Especially as an organiser that escalates somewhat. Equally as a competitor, except for an elite few with deep pockets perhaps, mostly it involves long days and nights under the car, organising helpers, spending some serious coin on tyres, fuel, parts etc. Then of course once it is run, following up with cleaning, repairing and if you have had a talent shortage as I just did, some serious \$\$\$\$ flowing to get the toy back for another day. So, whether you are driving, co-driving or officiating no shortage of commitment required to your chosen path.

So, the point? When I hear people talking about 'bloody organisers should.....' or 'bloody competitors should.....' I chuckle. I am lucky enough to see both sides of the coin, but am also of the opinion that it is a significant partnership this sport. People committing time, talent and money to make it happen and others doing exactly that to put on a show, which is the reason for being there in the first place. But from the depths of despair last Saturday, I was touched by the concern of the rally community to take the time to check we were fine, and to offer assistance. Some of which has saved me some money already and improved the chances of Scuderia Bent Alfa being back again soon. Live and let live folks, we are a unique partnership.

A by-product of an early shower was the chance to go out and spectate. With my newly reinforced desire to learn finally to drive these things properly, I was keenly observing some of the lines being taken and the techniques on offer. There are some seriously talented young folks out there, and they are not necessarily in the latest Evo-Rex either.

It is really showing what you can do in a modestly powered, cheap to own and operate car with simple mods and a dose of the right stuff. What is more THEY ARE OUT THERE because they can turn it around quickly without vastly expensive repairs and maintenance.

In last month's report I made a few observations from Imbil about the vehicle fleet, officials and competitors. I am beginning to think they are all related, and what is needed is a clearer pathway. Some members were kind enough to respond with some thoughts. One member offered to get in touch with some veteran's organisations in the search for more officials. Hopefully he succeeds, but we need more such avenues. Others spoke about the cars we drive. I should I suppose say that granted when I say we need more 'new' cars, that should not mean something that hit the streets last year necessarily. By new I should really say, not logged booked 20 years ago. Something like Keith Fackrell's Escort can be still built today with many new and reproduction parts now available. If someone had the bank account and the resources to bring some more of them to the party that is a great day. But being in the process of trying to fix a 35-year-old car, it is a lot easier to come by cheap parts for an 8-20-year-old car than a 40-year-old one.

Comments ranged from we should be looking at what successful formulas like the HRA are doing. Even attend an event in Victoria. Anyone with such experience love to hear from you, since finding time and money to get to Victoria is not possible at present. Others talked about 'more classics'. Fine for that to, and we are looking for ways to bring them to the fore, given Queensland does not have a strong classic field locally. A few others spoke to 'regulations' getting in the way. The idea of some sort of one make series got mixed reactions.

One prominent member commented about the barriers to new competitors, complying. Someone trying to get a start as a co-driver for instance could easily be up for \$2,000 for a helmet, suit, and HANS device. The suggestion of a hire service is worth exploring, creating a stock of gear and hiring to those wishing to 'have a go'.

So now I am confused. Glad that someone is thinking out of the box and working towards some ideas for officials. On other fronts talking to a dedicated rally enthusiast and club member. Suspect it is time we looked at a 'Cheap Car Cup' or similar? 2WD, up to 2 litre. Allowed an LSD and a diff ratio. Standard engine, minimal mods there, extractors and a chip or ECU perhaps. Rest is PRC rules. When I was a young lad at the end of the first 'heyday' of rallying in the late 70's and early 80's. People were running around with generally 10-year-old Datsun's, Mazda's (piston or flame spitting rotaries), Toyotas, the odd Escort, and a few other things. Yes, cages and rules were simpler and cheaper, but I don't think in real terms cars were. Yes, the occasional few had an Option 1 gearbox, or some such exotica. Money always talks, always will. The majority were flogging around with relatively standard cars and much fun was had by all. Just a thought.

Anyway on the BSCC front, July goes a little quiet. But planning is on now in earnest for the P3 Solutions Rally in August. Based this year from the Benarkin school grounds, and for the SR Automotive Manumbar Rally in September. Followed by the last of the KCF Short Course Challenges, round 3. We also have our club nights with the great coup of Ed Ordinsky coming up to coach on pace notes. Given the tree print in the front of my car, I will be in the front row for that one. Finally, we are going to have another crack at a Christmas Party at Willowbank on December 2 (yes Sunday), for some fun laps and a Christmas lunch to round out the year. So still plenty to come.

Huge appreciation to all those working hard behind the scenes to keep the sport in motion. Be they setting a course or preparing a car. Hope to see bigger fields coming up soon.

Peter Flynn
pflynnaus@gmail.com
0423 204849

Before *and* After





CLUB CALENDAR

DATE	EVENT	TYPE	LOCATION
18 AUG 2018	P3 SOLUTIONS BENARKIN RALLY	QRC3	SOUTH BURNETT
22 SEP 2018	SR AUTOMOTIVE MANUMBAR RALLY	QRC4	MANUMBAR
27 OCT 2018	KCF RALLYSport SHORT COURSE	SHORT COURSE RD 3	IMBIL





On the final KCF for this year!

This year the club bought in a system of providing safety notes at the first two KCF Short Course Challenge events.

We've been lucky enough to have Ryan Smart & John McCarthy take time out of their busy schedule to write and then present these notes in a professional format for all to use.

This has given new competitors a great head start on writing pace notes.

To continue on this education process ; we are lucky enough to have Ed Ordynski presenting a night on HOW to write Pace Notes this month. This night is for drivers but we also encourage co-drivers to attend (it's a team effort).

Then during August we'll hold another night specifically for co-drivers in your writing of notes.

For the final KCF in October Safety Notes will **NOT** be provided – it's time to go it alone folks and we think we've given you all the tools this year to make that happen.

Come to the next two club nights and I'm sure you'll head to the last KCF well and truly confident in writing your own pace notes!

And join us in saying thank you to Ryan and John for the assistance this year!

thank you! Ryan and John

KCF Rallysport Short Course Challenge 2 Jimna, June 23

After a little uncertainty, Simon and Margot Knowles stepped into the breach to take on organising the second round of the KCF Rallysport Short Course Challenge for 2018 in the beautiful and challenging Jimna forest. A great team effort from Craig Porter, Tony Kabel, John Coleman and a few others brought it all together in conjunction with the Jimna Sports Club.

We arrived to one of those gorgeous SE Queensland winter days where the blue sky seemed to go forever. The band of volunteer officials had arrived early, been given a warm breakfast and then been dispatched out to make ready. Meanwhile the competitors all assembled for a quick briefing before heading out for two passes of recce over the two stages on offer.

The club has been structuring these events as a training ground for those wanting seat time, and those wanting pace note experience. So, Ryan Smart and John McCarthy had also put together another set of safety notes to assist those new to the experience to have a solid base to work from. With recce done, notes adjusted or created, crews assembled again for a noon start.

There was drama before the cars even assembled for the start with the Evo of Glenn Brinkman selecting two gears at once on the way out of the service park and locking solid. Some frantic work by the service crew were unable to rectify it, and sadly, Glenn had to withdraw. His eagerly awaited return to competition to see if he can trouble the usual order will have to wait a bit longer. Pleasingly though we had Erik Johnsson in his WRX making a welcome return to competition. So, the rest assembled and 17 cars eventually crossed the start line. The small field did include a broad spectrum of vehicles. Within the Short Course Challenges simplified class structure, there was a representation of 4WD, front wheel drive and a larger selection of rear wheel drive cars for a change.





The shorter Eastern stage was tackled first. Immediately Erik Johnsson was out of the blocks at 2:44, taking 10 seconds over the closest pursuer, Craig Aggio in the Corolla over the 4km stage. After them everyone else was in the 3-minute bracket. Wayne Daniels in the Roo Systems Gemini had a major moment at the end of SS1 just after the flying finish. When

the rear spring jumped out of the carrier and threw the car sideways and struck a glancing blow into a tree on the right hand rear door. The mighty Gemini was able to shrug it off with to some heavy damage and was able to continue.

After the liaison down the range to the foot of the longer Ponderosa stage, the crews tackled SS3. Erik in car 1, kept the pressure on recording 9.00 minutes dead across the 11.65km. The more flowing and open nature of Ponderosa was more to Ryan Williams liking as he kept the Excel's momentum up to come in 9 secs back, or less than a sec/km. Given the power and traction deficit it was an amazing performance. Craig Aggio was a further 9 secs in arrears and after the first pass, Ryan had pipped him by 1 second.



Behind the top three, the rest of the field was settling in with some close battles emerging between Richard Anderson in the Alfa 75, Jamie Lawson the Commodore ute and Martin Penfold in the Datsun 1600. Stage 2 also saw Peter Flynn in the Alfa GTV6 head butt a

tree after getting it loose coming out of a corner. The crews headed back for a quick service where Connor Oldham was unable to rejoin with mechanical issues.

The field was closed up a little at regroup and went out on the second pass. A feature of Erik Johnsson's times across the day was how consistent he was right from the get go. But on the second pass those close behind started to pull their times down. Craig Aggio in the Corolla took 8 seconds out of his first pass over Eastern and another 15 seconds on Ponderosa. Ryan Williams also dropped his times, but by the end of the second pass, Craig had snuck past again. While Erik extended his lead. Behind the leading trio, Andrew Carrigan in another Excel was improving fast from Chris Wedding in the Datsun and Richard Anderson in the Alfa and Jamie Lawson the Commodore keeping close company on the time sheets. Further back again, Gerard McConkey was attesting to just how long some of the Jimna hills are in the small block Lancer and Jason Ives having a consistent run in the Corolla.

After a further service, it was back out for the final run as the shadows lengthened. Erik looked to have the measure of the rest barring issues. So, all eyes were on second and third placed competitors to see who could pull something out. History will show that Craig Aggio drove hard, but Ryan Williams drove a blinder. He pulled another 9 seconds out of his time across the 4km Eastern stage and an impressive 13 seconds out of his time across the 11.65km Ponderosa, to pip Craig by 3 seconds. A very impressive effort. Behind them the rest of the field kept it tidy and on the road. As they returned there was some close finishes down the field. Richard Anderson upheld Alfa's honor leading home Jamie Lawson in the Holden by 11 seconds who managed 22 seconds over Martin Penfold in the Datsun. Wayne Daniels brought the wounded Gemini home a credible 7 seconds further back again.



So as the day wrapped up, crews headed back into Parc Ferme. The ever busy and helpful officials pulled down the stages and the course cars after a great day of opening and sweeping stages, shepherded everyone home and clocked off. With the sun going down the temperature began to plunge. But the ever present Jimna camp fire was welcome while crews and officials got into the great food on offer at the Sports Club and shared a drink. Margaret and Lois totted up the scores and soon Simon started the presentation. The scores sheets came to show the Erik Johnsson and Matt Van Tuinen in the WRX took out a deserved win on return with first outright and first in 4WD. Ryan Williams and Meeka Kilbride in a giant killing performance and a great drive on the final past, snuck into second outright and first in front wheel drive. While Craig Aggio and Megan Benson in the Corolla rounded out the top three and first in rear wheel drive.

Another great event has been run and won. Those that were there enjoyed some great competition on some challenging roads. Ponderosa was the best it has been in years. The field was a little depleted, being handed a difficult time slot falling close between two QRC rounds due to the forced rescheduling of the Inspirations Paint Capalaba Hinterland Rally.

A huge thanks to Simon and Margot for taking it on, and also to all who made it happen on the day. Of course thanks also to Keith Fackrell from KCF Rallysport who as well as sponsoring the event, also brought out the awesome Escort RS1800 to run fast sweep. By the volume of photos it never ceases to attract attention.

Series scores are shown elsewhere in the magazine. With the final round coming up at Imbil on October 27, the scene is set for a big finish to the 2018 KCF Rallysport Short Course Challenge. See you there.



Thanks to Craig from CH Images for the great photo's.

RSVP'S
ESSENTIAL

PACE NOTE SCHOOL FOR DRIVERS

WHO SHOULD COME AND WHAT WILL I LEARN?

Our July Club night features

Ed Ordynski

The school will run for approx.. two hours with at least half an hour for additional questions at the end and is aiming to be of interest to **ALL levels** from those who are new to pacenotes to those who are highly experienced.

The content will cover some of the following:

- Pacenotes in perspective ie. How they fit in all it takes to go rallying
- Driver's role in pacenoting
- Hallmarks of great pacenote drivers
- Pacenotes and driving style
- Pacenotes and vehicle set-up
- Pacenoting skills for the more experienced
- Maximizing the benefits of recce



Ed says he's hoping everyone attending will learn at least one new thing and hopes that many will also learn something that stays with them for life; something that surprises them; and something they never expected to learn on the night.

Although this night is advertised as a night for Drivers we encourage you to bring your co-driver too – Ed says pacenoting is a 50/50 team effort and working with the driver and co-driver gives the best outcomes.

WEDNESDAY 11TH July, 2018

Time 7.00PM (Sharp) at the BSCC Clubrooms

RSVP to bscc@ozemail.com.au

RSVP by : 1st July 2018



Unit 16/23 Ashtan Place | Banyo QLD 4014 | 07 3267 7647 | www.bscc.asn.au



CLUB NIGHTS

DATE	THEME	GUEST PRESENTER
WEDNESDAY 11 TH JULY 2018	PACE NOTE SCHOOL – FOR DRIVER'S	ED ORDYNSKI & IAIN STEWART
WEDNESDAY 15 TH AUGUST 2018	PACE NOTE SCHOOL – FOR NAVIGATOR'S	IAIN STEWART & JOHN MCCARTHY
WEDNESDAY 10 TH OCTOBER 2018	ANY SUGGESTIONS?	

IN 2018 WE WOULD LIKE TO FOCUS ON MORE TECHNICAL ISSUES THAT WILL ASSIST COMPETITORS AND OFFICIALS – PLEASE EMAIL YOUR IDEAS ON TOPICS YOU'D LIKE US TO COVER.

EMAIL bscc@ozemail.com.au





SO HOW DOES THE BOARD WORK?

THE BRISBANE SPORTING CAR CLUB BOARD MEETS ONCE A MONTH ON THE SECOND MONDAY NIGHT OF EACH MONTH.

THE DATES FOR THE BALANCE OF THE YEAR ARE: 14th May 2018 , 11th June 2018 , 9th July 2018, 13th August 2018 , 10th September 2018 , 8th October 2018 , 12th November 2018 , 10th December 2018

THE BOARD REVIEWS ALL OPERATIONS OF THE CLUB INCLUDING:

- FINANCES
- EVENTS
- EQUIPMENT
- FUTURE PLANNING

THE BOARD IS MADE UP OF THE PRESIDENT, VICE-PRESIDENT, TREASURER, ASSISTANT TREASURER, SECRETARY AND BOARD MEMBERS. WE HAVE SPECIALISTS WHO LIKE TO FOCUS ON CERTAIN AREAS LIKE EVENTS, EQUIPMENT OR OFFICIALS.

MAYBE YOU HAVE A PASSION FOR AN AREA OF THE CLUB THAT YOU FEEL YOU COULD ADD TO OUR TALENT BANK?

YOU DON'T NEED TO BE A FINANCIAL WIZZ OR A CORPORATE LAWYER TO UNDERSTAND BOARD MATTERS AND TO PROVIDE A VALUABLE CONTRIBUTION TO THE CLUB.

IT'S ALL ABOUT PASSION AND BEING PART OF A KEY GROUP OF PEOPLE CHARGED WITH HELPING THE CLUB PROSPER INTO THE FUTURE.

WE'D LOVE TO HAVE YOU ON BOARD (NO PUN INTENDED)

SO DON'T BE SHY, BE INVOLVED.

**Don't
be Shy.**



HERE ARE THE LEADER BOARDS FOR THE 2018 SHORT COURSE CHALLENGE – PRETTY EXCITING FINAL ROUND COMING UP IN OCTOBER.....

4WD Driver	Round 1	Round 2	Round 3	Total
Melinda Bergman	25			25
Erik Johnsson		25		25
Michelle Van Der Wilk	7	16		23
Peter Kahler	20			20
Adam O'Brien		20		20
Anthony Tanzer	16			16
Ralph French	13			13
Darcy Oldham		13		13
Ben Crisp	11			11
Arian Sanjar	9			9

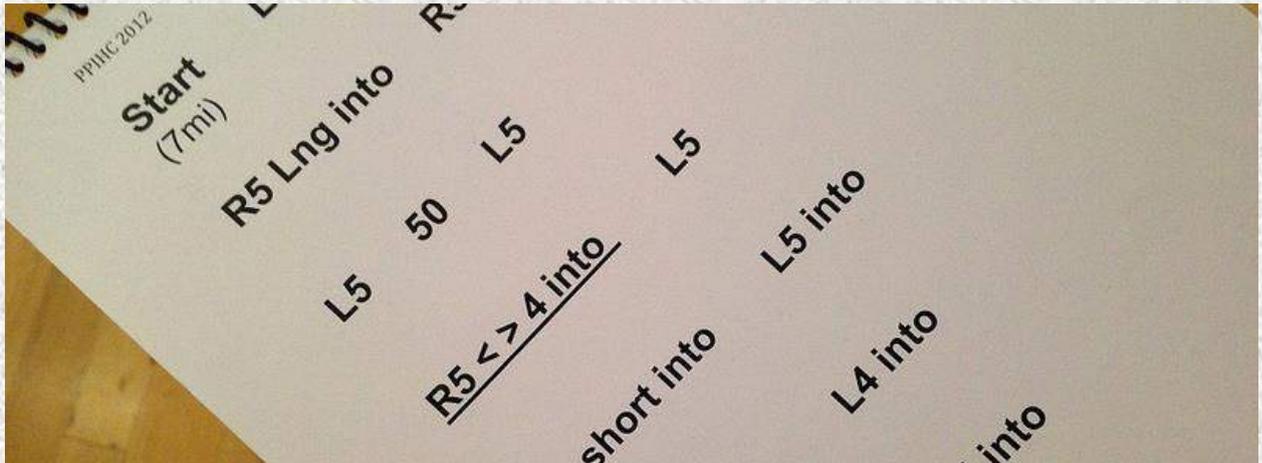
4WD Co-Driver	Round 1	Round 2	Round 3	Total
Larisa Biggar	25			25
Matt Van Tuinen		25		25
Kim Acworth	7	16		23
Claire Buccini	20			20
Morgan Douglas		20		20
Jay Davidson	16			16
Timothy O'Brien	13			13
Ric Ganderton		13		13
Justin Northage	11			11
John Lakeland	9			9

Front Wheel Drive Driver	Round 1	Round 2	Round 3	Total
Ryan Williams	20	25		45
Jason Ives	11	16		27
Tristan Carrigan	25			25
Andrew Carrigan		20		20
Matthew Davidson	16			16
Tim Dillon	13			13
Stephen Whitaker	9			9

Front Wheel Drive Co-Driver	Round 1	Round 2	Round 3	Total
Meeka Kilbride	20	25		45
Jennifer Garth	25	20		45
Dale Hancox	11	16		27
Amy Davidson	16			16
Andrew Dillon	13			13
Jarryd Whitaker	9			9

Rear Wheel Drive Driver	Round 1	Round 2	Round 3	Total
Martin Penfold	20	11		31
Jesse Heitmann	25			25
Craig Aggio		25		25
Wayne Daniels	16	9		25
Chris Wedding		20		20
Gerard McConkey	13	7		20
Richard Anderson		16		16
Colin Desbrow	11	5		16
Jamie Lawson		13		13

Rear Wheel Drive C0-Driver	Round 1	Round 2	Round 3	Total
Annette Thomson	20	11		31
Rhys Simmons	25			25
Megan Benson		25		25
Ian Swinbourne	13	7		20
Wayne Jeffries		20		20
Dave Challenor	16			16
Martin Darch		16		16
Bob Grant	11	5		16
Michelle Lawson		13		13
Teresa Daniels		9		9



Co-Drivers Corner

Motorsport is a team event and that's no more evident than in rally or off-road – you simply can't race without that vital person sitting next to you....

We've seen a number of new co-drivers enter the sport this year (which is fabulous) and the club has already run a co-drivers school this year with another to come in August on pacenotes.

However after the recent KCF several items were raised that we simply haven't covered in the information nights and won't in other forums.....so how do co-drivers learn some of the important rules for competition?

Being a co-driver is far more than "in the car" and we co-drivers contribute significantly to whether a team win's or loses an event. Even at the highest level of our sport co-drivers have cost an event win and even a championship!

Don't be the co-driver that does that.....

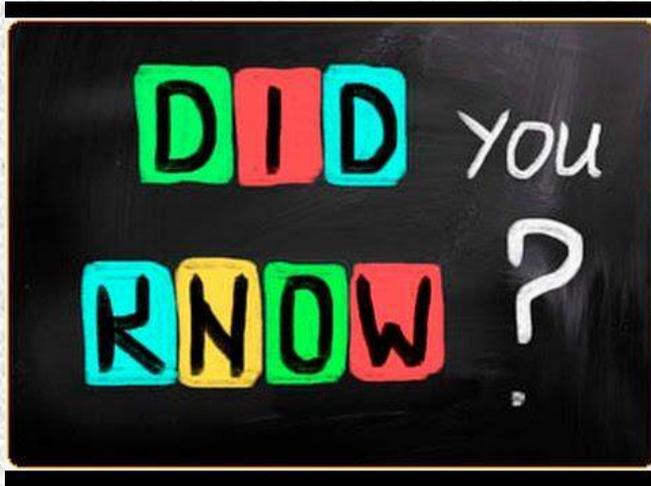


Over the next few months we'll give you a few basics and head you in the right direction to learn more.

For example you can go to CAMS website and find the National Rally Code :

<http://docs.cams.com.au/Manual/Rally/2018%20Edition/RR01-National%20Rally%20Code-2018%20-%203.pdf>

Boring maybe.....but anyone who wants to be a better co-driver will seek out knowledge and bring more to a team than just a nice person to spend a day with.....



FROM THE CAMS NATIONAL RALLY CODE :

2. ROUTE INSTRUCTIONS

2.1 COURSE

(a) The Route Instructions describe the course that must be followed. Any deviation from this course or travelling in the opposite direction to that described, that is reported by an official will be transmitted to the Stewards who may impose a penalty **up to exclusion** if they

decide that there is no case for force majeure.

This applies at every event whether it be a roadbook or pace noted rally – you must always follow the roadbook and not deviate from the course prescribed.

On a pacenoted event you may have been out and done your recce and think you know the way to the stages and back to service ; however the course is set for a reason and the roads to get to a stage in recce may not be the roads that the event organiser uses for the actual rally. The roadbook is your itinerary for the whole rally including services and regroupings!

Deviating from the prescribed course also applies to things like:

- Refuel :You can **only** refuel as per the roadbook, you can't just stop at any servo along the route
- Service :You can't just service anywhere you like, obviously unexpected breakdowns are exempt but you fix it, get going and get back to service.
- On a Special Stage : never leave the prescribed route even if you want to 'cut & run' back to service. Drive to the end of the stage (without hindering other competitors) or wait until sweep comes through. If you leave the course by way of a roadblock access we will potentially STOP the stage to look for you. Remember every car on a special stage is actively tracked by our SOS and roadblock personnel – if you leave the course we will consider you crashed or missing!! Most roadblocks and all SOS points have radios, ask that official to check the quickest exit route for you and the official will seek permission from HQ for you to leave the course.

Clerk of Course will accept a deviation from the route if :

- You have a breakdown and need to skip stages and return directly to service. Always advise the CRO of what you're doing and your intentions to restart.
- You have a Medical Emergency
- Other extenuating circumstances

The key to any deviation is to
COMMUNICATE to Rally HQ or the CRO





Be a part of Australasia's biggest tarmac rally style event.

4 days of competition Wednesday 28th November – Sunday 2nd December 2018
32 Stages, some 14km long.
Activity at The Bend.



**What category do you belong in?
There is something for everyone!**

Shannons Prima Tour

Rub shoulders with notable drivers and experience driving on fantastic roads, without the pressure of competition.

Open to modern & classic cars with current registration

2 closed road activities

3 driving exercises at The Bend Motorsport Park

Lunch at The Bend and afternoon tea at the Adelaide Hills Distillery

Single Event CAMS Licence can be provided if not previously held this year.

Main Tour

Untimed, non-competitive, run in packets, each with a tour leader.

Tour entrants undertake 3 days and 29 stages of activity including 5 at The Bend

Open to modern & classic cars with current registration

Vehicles displayed on Saturday and Sunday at Victoria Park.

Driver and Navigator must have a [CAMS Level 2S licence](#)

Spirit Tour

Untimed, non-competitive, run in packets, each with a tour leader.
Tour entrants undertake 3 days and 29 stages of activity including 5 at The Bend
Speed limit on closed road sections is 120kmh, higher limits at The Bend Motorsport Park.
Helmets & Rallysafe fitting kit required.
Vehicles displayed on Saturday and Sunday at Victoria Park.
CAMS Level 2S Licence must be held by Driver and Navigator.

Regularity

Timed, competitive category with cars released at 30-second intervals aiming for an elapsed time relating to an average speed, usually around 80-90kmh
Vehicles displayed on Saturday and Sunday at Victoria Park.
Driver and Navigator must have a [CAMS Level 2S licence](#)

Challenge

Open to modern and classic cars with awards given for both era's,
Competitors are released at 30-second intervals and timed over closed-road stages,
with the fastest time winning. A 130kmh speed limit applies on closed road stages, with
time penalties for breaches.
Cars must comply with general safety requirements.
Half Roll Cage, Frontal Head Restraint System (HANS or similar) and Rallysafe fitting kit
required.
Vehicles displayed on Saturday and Sunday at Victoria Park.
Driver and Navigator must have a [CAMS Level 2S licence](#)

Competition

This is the premium category, it is timed and open to modern & classic cars with awards
given for both categories
Competitors are released at 30-second intervals.
Run under rally regulations.
Full roll cage and compliance with CAMS Tarmac or Gravel Rally Regulations required.
Vehicles displayed on Saturday and Sunday at Victoria Park.
CAMS National Rally Driver and Navigator licences are minimum requirement.





KCF RALLYSPORT SHORT COURSE CHALLENGE IS BACK BIGGER AND BETTER FOR 2018

- Short Course Challenge 1, April 14, Glastonbury Hall
- Short Course Challenge 2, June 23, Jinda Bar Camp
- Short Course Challenge 3, October 27, Imbil Showgrounds

What to Expect?

Compact one-day events, designed to allow competitors to hone the all-important in-car team skills, learn pace noting or just have some fun. All events will be daylight format with two early morning recce passes available. Followed by 50-60km of competitive stages with minimal liaisons. Pace note evenings planned beforehand to also assist. High quality road book provided for those wishing to tackle as blind event. Simplified class structure with points awarded towards 2018 BSCC Short Course Champions.

Thanks again to Keith Fackrell from KCF Rallysport for his ongoing support of grass roots rallying.



50-60km of Competitive Stages

Compact, one-day format, short liaisons

Pace noted with recce first up on the day

All daylight format. Come for the day or camp the night

Points awarded towards BSCC short course champions

October is the last one for the year!

FOR DETAILS FOLLOW
bscc@ozemail.com.au
www.bscc.asn.au
 or click events tab on BSCC

ARB.COM.AU | TEL. 1300 272 494 |   



THE GEAR TO GET YOU THERE

From the weekend trip through to those who are traveling interstate and beyond. ARB is a company founded on adventure, so rely on us to have the right gear to get you there. Wherever it may be.



CLIMATROL

Air Conditioning & Heating Specialist

Designing Comfort into Living

Aaron Brown

Phone: (07) 3890 1911

1298 Wynnum Road,
Tingalpa
PO Box 2222
Tingalpa Q 4173

Fax: (07) 3890 1828
Mobile: 0417 167 123
Email: aaron@climatrolairconditioning.com.au
Web: www.climatrolairconditioning.com.au



New Advertiser

Standard Vehicle Storage
for road + track cars

from **\$220**/mth inc. gst

Car on Trailer COMBINATION*

from **\$330**/mth inc. gst

Road + Track Motorcycles

from **\$99**/mth inc. gst

RUN BY CAR ENTHUSIASTS FOR CAR ENTHUSIASTS

*Other Vehicle Options Available

0455 510 051

Express your interest today at
www.racecarstorage.com.au

4WDWorld

Speak to Ed Mulligan and the friendly crew at 4WDWorld.com.au for:



**4WD
ACCESSORIES**



**AIR SUSPENSIONS FOR UTES
4WDS & TOW VEHICLES**



BILSTEIN
SHOCK ABSORBERS

GAS PRESSURE

KONI

SHOCK ABSORBERS



**LIGHTFORCE
LIGHTS**

Email: info@4wdworld.com.au

1800 807 176

www.4WDworld.com.au



Don't forget to follow us on Facebook – this keeps you up-to-date with what's happening before, during and after the event – click on the links to 

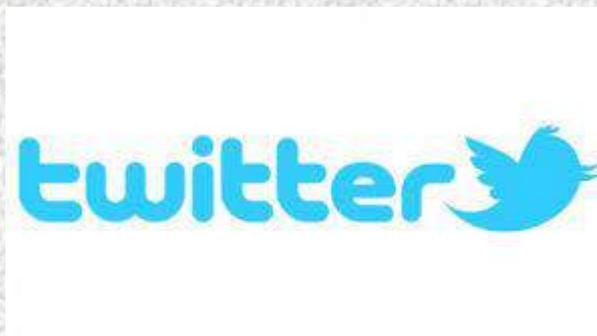
<https://www.facebook.com/BrisbaneSportingCarClub>

<https://www.facebook.com/SRAutomotiveManumbarRally>

www.facebook.com/BenarkinRally

<https://www.facebook.com/cmpconsultingglastonburyrally>

<https://www.facebook.com/Lockyer300/>



If you're on Twitter you can search for us

@Brisporting

<https://twitter.com/Brisporting>

Find us and follow us for all the latest info and motorsport tweet, tweets!



Unit 6, 168 Redland Bay Rd
Capalaba
Tel: (07) 3245 6999



**Need a key cutting or programmed
for a car, bike or truck ?
Or need a lock repairing on your rally car ?**

~ Call Dibble Locksmiths on (07) 3245 6999 ~

For 30 years we have supplying and servicing
automotive locks, ignitions and keys
for all motor vehicles including classic cars

We also have the latest technology for copying and cutting
a wide range of transponder keys and remotes

WE ALSO SUPPLY AND SERVICE

- New and used safes
- Security systems
- 24/7 security monitoring
- Energex padlocks
- Garage door remotes
- Residential and Commercial locks
- Keys and keying systems

The Business Card Page



Mick McMillan

- ☎ 0413 848 440
- 📞 07 3908 1111
- 📞 07 3908 1112
- ✉ mick@ardevelopments.com.au

Office: Unit 4 / 227 Fleming Rd.
Hemmant, Qld 4174

Postal: PO Box 2214, Tingalpa,
Qld 4173



Peter Milliar

**Specialist dyno tuning, 2WD & 4WD
Carburettor, EFI and LPG.**

15 Drummond Drive, Gympie QLD
M: 0403 188 611 | P: 07 5482 7877




**All Auto Electric
Solutions**

ABN 1414 3098 732

George Brischetto

0413 043 082
george.brischetto@gmail.com



**ACWORTH
recruitment**

"finders keepers"

- 🌐 www.acworthrecruitment.com.au
- ✉ finders@acworthrecruitmnet.com.au
- 📞 +61 411 278 281

"If you can't find what you're looking for drop us a line"



**Specialising in classic & custom cars,
motorsport & 4X4 from minor repairs to
full rewires.**

Brisbane Sporting Car Club

Honorary Board

President Peter Flynn

Vice President..... Paul Woodward

SecretaryMargot Knowles

Treasurer..... Rod Sams

Club Captain.....Ryan Preston

Immediate Past President... Barry Neuendorff

***Board Member.....Barry Neuendorff, Rod Sams, Peter Flynn, Tony Kabel, Paul Woodward,
Margot Knowles, Craig Porter, Russell Hewett, Dominic Corkeron, David Bannister, John Coleman***

CAMS Delegate..... Paul Woodward

Magazine Editor.....Margot Knowles

Membership Officer Margaret Mackay (0412 553 186)

Officials Liaison Officer.....Iain Robertson

Social Media.....Adrian Clark, Peter Flynn & Margot Knowles

THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB

***All correspondence to:
Brisbane Sporting Car Club
Unit 16 - 23 Ashtan Place
Banyo QLD 4014***

Phone: (07) 3267 7647

Email- Club: bscc@ozemail.com.au
Magazine: margot@salestactics.com.au
Website: www.bscc.asn.au

If you've got something to contribute to the magazine we'd love to hear from you.



On behalf of the Board of Brisbane Sporting Car Club and Membership Registrar, Margaret Mackay, it is with great pleasure that we welcome the following new or returning Members to our Club.

Welcome to:

Russell Miller - Member No: 4969

Barry Smith - Member No: 4970





Did you know you can advertise in the Magazine?

And it's as cheap as chips!

Advertising Rates are:

Full Page Colour: \$220.00 per year

Half Page Colour: \$110.00 per year

Quarter Page Colour: \$55.00 per year

Magazine advertising is due for renewal on the 1st January each year.



Club Polo Shirts

Click on the Link to order online

<https://bscc.wufoo.com/forms/brisbane-sporting-car-club-shirt-order-form/>

Or go to the BSCC website and under Resources you'll find the order form.

Shirt is \$30 ea. plus \$4.50 for optional pocket.



SIZES

MEN

Garment Measurements

Measurement:	S	M	L	XL	2XL	3XL	5XL
Garment Half Chest	52	55	58	62	65	71	79

LADIES

Measurement:	8	10	12	14	16	18	20	22	24
Garment Half Chest	46.5	49	51.5	54	56.5	59	62	65	68

*We're sure you've seen lots of Club Members in these great looking shirts –
get yours now!*