



BRISBANE SPORTING CAR CLUB

Another year is here.....



What's in this month's edition?

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

PRESIDENTS REPORT FEBRUARY 2019



Seems like just yesterday it was 2018. But sadly, the holidays have passed, the Christmas tree has been put away. The Turkeys get another reprieve until December and the esky is empty. Bugger. Suppose we better get back to Rallying and Off-Roading.

Not much to report this month, it is all ahead of us.

There are a couple of club administrative items of note coming up. The board will meet soon to review the financial performance of 2018. There are a lot of positives from last year, we held a full suite of events and club membership is higher than it has been for year. But early indications are that while income is holding steady, our expenses are not. We are also heading for the AGM where full details will be discussed with members. How we manage into the future is always a matter for constant attention.

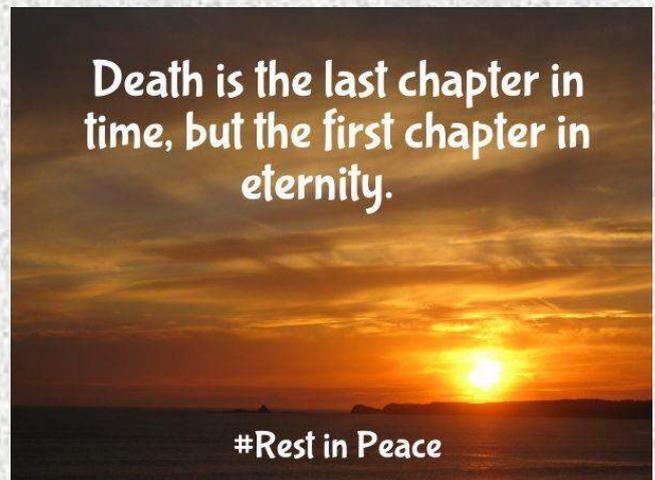
Of course, the AGM means the board step down and a new one is elected. We have been fairly stable in that regard for the past 3-4 years. I mentioned in the last report that I want to make this year about succession planning. If you have ever felt that you would like to help steer the club, and are not afraid, and are able to do a bit of work, then nominate for a position. I note elsewhere in this magazine that Iain Robertson has contributed an article with ideas on officials. Well done, we need to be thinking more and more on how to bring in new people to work with our already proficient, dedicated and invaluable officials.

The event calendar is coming back to life as well. Barry Neuendorff is working with Margaret and Rod Sams on re-establishing the Off Road events with the Thornton Short Course Off Road. <https://www.bscc.asn.au/bscc-events/54-thornton-short-course-off-road-event>. If you have not been to one of these they are well worth the look. These things are truly amazing to watch. Barry is targeting a new audience of SxS competitors. So we hope that after the ructions in Off-Road in the past couple of years, things can settle down and get back to sensible competition. Following close behind on March 2 is the Test n Tune and Introductory Rally Event hosted from Benarkin School. I have been over the roads and they are some of the best bits of the 'Tuckerbox' stage from last years QRC. The Introductory Rally stage is a real cracker and should be just great for someone keen to have a go for the first time. Smooth, easy on the car, plenty of vision, not too fast and some nice bits to learn on. The two Test 'n Tune stages are nice short 4-6km pieces of road with a bit of everything and a short liaison back to the start and not much further to service. About spot on I reckon for serious testing. Entries are closing in a couple of weeks, so get them in now.

On the regulatory front, we have become aware that CAMS have changed the ruling on 'day licences'. They do not issue them for rally anymore. The replacement one-day licence is somewhat more expensive. The club managed to get a dispensation to keep the cost down for this once on the Test n Tune. But seems we have to rethink our ways and means of bringing more people into a rally car. Also note HANS devices are now compulsory for 2019 on multi-club and above rallies. Next year it is all rally. So might be time to invest in one if you have not already. If in doubt ask Ross Cox, he is a convert.

In conclusion, a couple of things have given me cause to pause and think about what is so great with the sport we all enjoy. In spite of being frantically busy at work before, during and after the Christmas period, I managed to find time to finally drop the new big block engine into the Alfa. Like always, time in the shed with cars and good people is fun. The discovery of damaged rear brake pads lead me to the inescapable conclusion that I am pushing it so hard that the pads are overheating and crumbling. The alternative is to believe they are crumbling from old age because I am so slow they never wear out. This of course led to many stories of glowing discs in the night in the good old days. Just a reminder of the good to be had. People who love cars enjoying the stories and good times to be had.

On a sad note, we mark the passing of Helen Best this month. When I first got involved with BSCC in the early 90's, Helen was one of the first people I came across. I remember well many times on controls with Helen as she taught me the official's trade, while husband Tony was out somewhere, co-driving for his latest charge. Whether it was a frigid winter's morning at Imbil on a Rally Qld, or a hot and dusty day in Jimna. She helped me to get to know how things worked and introduced me to others who furthered my education and enjoyment. She and Tony were always fixtures you could count upon to be found somewhere in the paddock or the bush. It is on the shoulders of these pioneers that we still enjoy the sport today. Sadly, Helen's later years were marked with ill health, which I know was hard on Tony. We all offer Tony and the family our deepest sympathies. Helen will be missed, but remembered fondly for the wonderful lady she was. Tony be assured your rally family will be there when next you venture to an event. Rest in Peace Helen.



Peter Flynn
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MOTOR SPORT
AWARDS
2018
QLD

PRESENTED BY



YOU'RE INVITED
TO CELEBRATE
THE CAMS
QUEENSLAND
EVENING OF
CHAMPIONS

FRIDAY, 8 FEBRUARY 2019
6:30PM

East's Leagues Club,
Coorparoo

Dress: Smart casual

Tickets: \$90 per person
[click here to purchase](#)

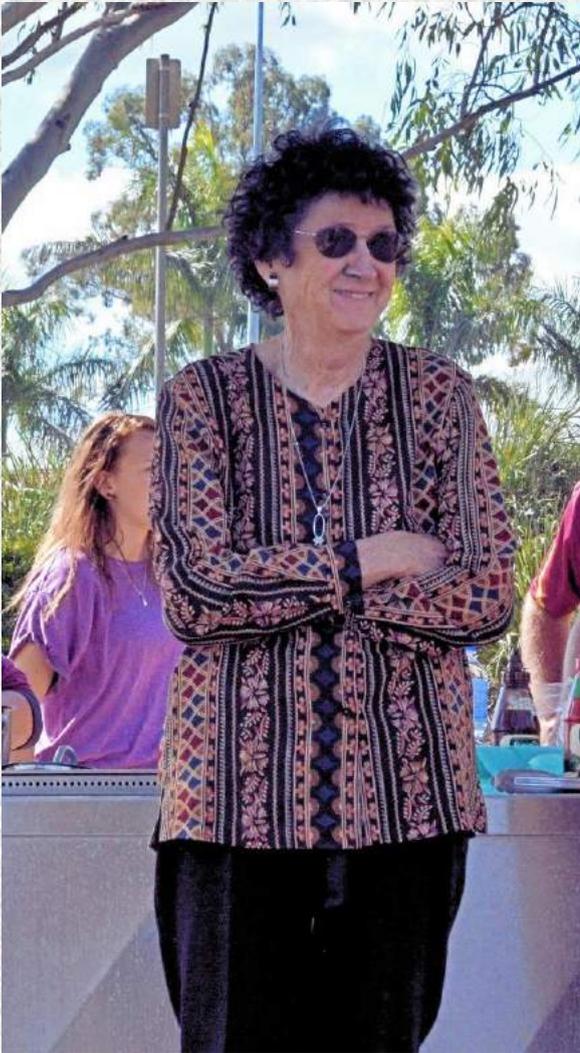
Contact: Lisa Catchpole
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P: 07 3850 2400



MEMBER OF



Vale – Helen Mary Best



It is with great sadness that we report the passing of Helen Best. Helen had been in poor health for some time and passed away peacefully in her sleep on Monday night the 21st January.

Helen will be remembered as being a stalwart supporter of the Club whether as worker at Club Events or a supporter of Club activities for many years. She was a great supporter of husband Tony's involvement in motor sport events. This support saw Helen volunteer to work on events all around the country.

Helen was the recipient a number of Club awards in recognition of her tireless efforts in working for the Club. These included being Club Champion, Ladies Champion, Night Run Champion and Officials Champion.

She was also recognised by her peers in the rally world by being presented with the John Goasdoue Award. Helen was also the recipient of a CAMS Fabulous Official award in recognition of her efforts.

There will be many who knew and worked with Helen will fondly remember her as a cheery person always happy to have a chat. She was willing to take on any role and was always among the first to offer her services.





With the passing of Helen the motorsport fraternity has lost a very special person, a great supporter and friend.

Our condolences and thoughts go to Tony and family members at this sad time

Helen Best - RIP



Helen's life will be celebrated with a service at 11.00am on Thursday 7th February at Our Lady of the Rosary Catholic Church, 61 Edmund Street, Caloundra.

This will be followed by burial at Caloundra Cemetery, Queen Street, Caloundra at approx 12noon.

Drinks and light lunch will follow at Tony's home at approx 12.30pm : Unit 4/23 Queen of Colonies Parade, Moffat Beach.

We hope you can join many of us at the service to farewell Helen she was a big part of our rally family.

WE LOVE

Our officials

As we look at a fresh new year of events, I'm looking at ways to better engage our valuable volunteer officials in the running of these events. As many of you are aware, it takes a LOT of volunteers to run a Club or State rally – over 100 is not uncommon – and likewise, it's fair to say that volunteers have a lot of competing pressures for their time!

It's also getting no easier to attract and retain volunteers ; while there's a body of officials who turn up each and every time an event is on, it's not fair on those volunteers – or healthy for the sport in general – to be relying on the same people each and every time we need to run an event.

In short – I want to see more officials, and new volunteers, at each event this year, and I need your help to see this happen!

In my role as officials' liaison officer, I'm looking for new ideas to encourage volunteers up into more senior roles; for new ideas on ways to get new volunteers involved; and overall to make sure we have sufficient volunteers to run every event for everyone's benefit.

I have a few ideas of my own – you'll find them below – but I'd appreciate readers' feedback as well. Feel free to drop me a line – iain.robertson@gmail.com or 0407 757 622.



Are you a former volunteer, who no longer participates? If so, I'd like to know your reasoning (free of any judgment on the matter, I can promise you!).

Are you a current volunteer, but there are a few things that irk you, that would make it more likely you'd be available at future events? I definitely want to hear from you too!

Do you have ideas on how to encourage more people to take part in the sport from an officials' perspective? Again – drop me a line!

From my own experience and from previous years' pop quizzes on the matter, I've personally heard the following:

Volunteer officials do it because we love the sport. In the words of a respondent to a previous line of questioning (you'll know who you are!) it's a lot more interesting than watching cars go around a circular track.

However – it's also a lot of work, and sometimes volunteers don't feel that it's worth it. Yes – it is – and I see that part of my job is to make sure that the work *is* worth it (and minimised where possible and sensible).

The above is a pretty heavy distillation, but neatly covers the vast majority of cases – at least among those who I've spoken to about this subject. Those two categories do a good job of providing hints as to what we, as an organisation, can do to attract and then retain people.

My thoughts on the matter are as follows – but please do provide your own insight, whether or not you're in furious agreement with me on any of these!

Volunteers do it because we love it.

How can we better make people more aware of how to participate?

I know that my first interaction with the sport – a long while ago now – was as a spectator in the forest at Imbil, and I asked a volunteer spec marshal how to get involved as an official. Unfortunately, they didn't have the answers to that other than "contact the car club."



Yet at the same event were leaflets seeking officials for the Suncoast Classic ...

in short, my first suggestion is that we provide spec points with material on how to become a volunteer, and otherwise market events to the right audience (this may involve finding a friendly journalist as well – someone who can ensure that the local papers and other media advertise both the event and the need for officials).

Likewise – how can we get people to come back more than once?

Some people will have been in the same role for the past x rallies, and now want something different.

My thinking here is that at a Come-n-Try type event – the moniker shouldn't just apply to those in a car – where possible, *everyone* in a volunteer role should have the opportunity to do something they haven't done before (with appropriate mentor support, of course).

Volunteering is a lot of work.

I believe that recognition is important here. Volunteer officials do what they do for free (often while investing significant money themselves in being there!) – but that does not mean a simple pat on the back and a thankyou is where everything should start and end.

In a lot of ways, we can't do much about the amount of time it takes to set up, run, and pull down a stage let alone four or more of them – and consequently the amount of time all volunteers involved in an event have to put in, is somewhat fixed. All we can do is mitigate this as best as possible – by considering the timing that we expect volunteers to

put in; by accommodating time for breaks where feasible; and by not expecting the impossible.

I'm aware of plans afoot at the State level to have awards for officials – but my thinking is that an officials' sponsor might be a good thing to have. That sponsor could then be responsible for funding, for example, a round of sandwiches and some cool drinks at lunchtime on event day, delivered between stages. I know the lunches were well appreciated at Glastonbury earlier in the year! Cost – likely to be around \$10 per official, so at a typical event, \$1500 would cover it. (Potential sponsors? Are you listening?)



Lucky door prizes, etc are always a good option too.

"Cheaper" things including ensuring that competitors and other volunteer officials treat officials with respect – without officials the event doesn't happen. This is, on average, something that I believe everyone is already very good at doing particularly in the last couple of years, but there's always room for improvement.

Likewise, senior officials making sure that all officials are accounted for at the end of the event is important – and again, this is something that is already on significant improve.

Officials' registration also fits in this category. In my view, signing on as a volunteer official should be a lot easier than it is, at least for repeat attendees.

A lot of the information we provide at each officials' registration doesn't change from event to event; having this pre-filled would iron out one small bump (and – done right – could potentially solve the problem of knowing when related events are on). Equally this comes with some fairly serious security and privacy considerations that need to be managed: something that can be done as evidenced by systems in use at Rally Australia. I've taken it upon myself to find a solution to this in 2019; if you have suggestions, I'm all ears.



In this category is also equipment – it's no secret to anyone that the radios are aging, and we sometimes have insufficient for people such as road closures to have them. This in turn means road closure officials don't know what's going on – and if there's been an incident on stage requiring a stage stoppage, this can in itself become a potential safety issue. Perhaps a friendly sponsor is required here too – as radios aren't cheap.

Equally, the new display clocks and timing equipment are already earning their keep – demonstrating that judicious investment in appropriate assets is well worthwhile.

Somewhat contentiously, it may also be time to start considering automated timing equipment – such as that which RallySafe provide – as actual experience from WRC and Targa events demonstrate that this lessens the load on control officials (in turn, meaning we potentially can run an event with fewer of them).

Yes, this drives up the cost for competitors, but frees up a significant number of volunteer officials whose skills can be utilised elsewhere. At NSW rally events for example, it's now relatively common practice to run without a manned start line, so there's 8 to 10 volunteers that a typical rally can use in other roles. The same can apply to flying finishes, particularly with appropriate timing equipment.

All considered, these are my thoughts. I'm certainly not saying they're all the right answers, or all achievable – but I'd certainly like to hear your viewpoints!

To that end, I can be contacted on my mobile, 0407 757 622, or via email to iain.robertson@gmail.com. My intention is to take a list of actionable recommendations to the next planning session, for implementation where feasible throughout 2019.



"Find some people who can be the people who will be my people that get in touch with their people."



Clean Up Australia Day

Let's get in and help keep our Forest
Clean

Correspondence from HQPlantations:

Clean Up Australia Day this year is on Sunday 3 March, and HQPlantations is organising a Clean Up event in the **Imbil State Forest**.

Our site will be around the Kenilworth Waste Transfer Station on Cambroon Lane, and the event will run from 8am to 12pm.

We are looking for as many volunteers as possible to come and help us clean up the forest, and we'd love your group to be part of it. I will provide bags, gloves etc. on the day, and if any of your members have trailers that they can bring along, that would be very helpful. Last year we found general household waste, and also fridges, TVs, fans, etc., so it's great to get that sort of waste out of the forest.

I'm hoping for a good turn up this year... and I'll provide lunch afterwards as a bribe!

Let me know if your group is able to lend a hand, or if you need any further information!

Cheers, Alison

Alison Dillon | Forester

HQPlantations Pty Ltd | **Ph:** +61 7 5484 4215 | **Em:** alison.dillon@hqplantations.com.au



I guess it isn't very smart to start off this article in a negative vein but it is only the starting point from where this series evolved. In 2017 Tait Svenson and myself organised a Long Course at Thornton and due to lack of entries the event had to be cancelled and the same happened in 2018. To add to that disappointment, the Off Roding fraternity is currently disjointed, which certainly doesn't help. If only everything was a bed of roses. Well, why do you then try, you may ask.

My association with Off Roding increased when I helped Rod Sams, the then Clerk of Course for Round 1 of the Australian Off Road Championship. Together with a very dedicated Organising Committee we conducted a very successful Round 1, promoted by Brisbane Sporting Car Club, even though the heavens opened up making it a no go on day one. With the help of local property owners and their generosity we moved the whole show over night to another property and ran the event, albeit with reduced kilometres. With doing that, Off Roding got my attention as did with rallying so many years ago. Since then we have been able to promote a Short Course Event quite successfully, however, the divide amongst the Off Road community has increased.

Tait Svenson, I must say was a very keen person to have on board with the organising of those two years that failed due to lack of entries. I know Tait felt the pain just as much as I did. Hence, here I sit today and attempt to overcome the divide in the Off Road community. I still have in my mind, that if we can give the competitors a great event it will filter through the category and allow our actions to speak louder than words.

So, here we go for a third year, and the Lockyer Enduro has had its day and the Lockyer Short Course Series has been born and is open to all CAMS Affiliated Clubs.

A connection was made with David Ellsworth who repairs Can Ams and David came up with an idea. If his business RevRange Components provided a sum of money to give to the winners of a Series we might just pull the third attempt to promote a Short Course out of the woods.

After many discussions and planning the Series is now on the calendar with Round 1 scheduled for the 23rd & 24th February at Thornton using Kev Pitmans property. Kevin has been a huge supporter of Off Roding since we ran the 1st round of the AORC in 2013. We are using a 7 km course with Heat 1 & 2 on Saturday and Heat 3,4 & 5 on

Sunday. Each heat will consist of three continuous laps making each heat 21kms in length. Competitors will be split into groups of no more than 10 in each group.

Reconnaissance of the course is open to all competitors and is scheduled for 10:30 am Saturday. Catering will be available for Saturday Lunch and Sunday Breakfast and Lunch. Saturday racing starts at 11:00am and finishes after the last heat on Saturday starting at 1:00pm. Camping is available at the Mulgowie Cricket Grounds with toilets and showers. Evening meals are available from the Mulgowie Hotel but it is essential to book.

Awards will be presented to 1st, 2nd and 3rd Outright Drivers and 1st, 2nd, and 3rd Class Drivers in each class.

Round 2 will be held on the 9th and 10th November, 2019 at either a Thornton or Mulgowie property.

The Series Awards contain monetary awards built into the scoring for the competitors along with a Random Prize. To add to the excitement, we have an Official's Prize using the same methodology as a raffle only you don't have to purchase a ticket, but are given one if you officiated at Round 1 and another ticket if you officiated at Round 2. Below is the methodology on how the Series Awards work.

SERIES AWARDS

11.1 Series prizes kindly sponsored by:

REVRANGE COMPONENTS	\$1000
GERMAN AUTOS	\$500
DJK AIR CONDITIONING	\$500

11.2 Trophies will be awarded to 1st, 2nd, and 3rd Outright Driver and Navigator.
Trophies only will be awarded to 1st in Class Outright Driver.

11.3 Outright Driver's Cash Awards:

1st Outright Driver \$350.00
2nd Outright Driver \$250.00
3rd Outright Driver \$150.00

NOTE. There are no cash awards for 1st in Class Outright Driver.

11.4 MOST CONSISTENT LAP TIME CASH AWARDS:

1st most consistent lap times over the two events: \$500
2nd most consistent lap times over the two events: \$300

To Be Eligible

You must complete a minimum of 4 heats at each event of The Lockyer Short Course Series.

1st 2nd and 3rd Outright Series Winners are NOT eligible.

Methodology.

Consistent lap times will be the difference between the fastest 3 laps and the slowest 3 laps at each Round.

The difference from Round 1 and Round 2 will be added together and the competitor that has the lowest time wins.

All laps completed during the event will be taken into account.

11.5 RANDOM PRIZE-

Competitors that entered and started both rounds and **DID NOT** win an "Outright" Prize or a

"Most Consistent Lap Time" Prize are eligible for the Random Prize

1st draw \$150

2nd draw \$100

11.6 **OFFICIALS PRIZE**

Any official who volunteers at either event will go into the Officials Prize for the event they participated at.

All officials and volunteers **MUST** be signed on via the SIGN ON SHEETS for each day.

If not signed on you won't be in the draw.

Thornton Short Course

Mulgowie Short Course

1st draw \$50

1st draw \$50

2nd draw \$50

2nd draw \$50

All Series Awards will be presented at the conclusion of the Trophy Presentation at Round 2.

Thanks, must go to all involved in getting this Series off the ground and into the 2019 calendar with special thanks to Tait, David, Margaret Mackay and Lois Collings for their dedicated help. It is now up to us to see if we are convincing enough to get competitors to enter.

Keeping everything crossed.

Barry N.

**you
gotta be
in it to
win it.**



Team Oz2000 Rallysport is pleased to announce that we've been awarded the distributorship for the Sabertrip 3 GPS Odometer as used in the VW Polo S2000. For full details and pricing contact Marius Swart on 0438 131 466.

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Cigarette lighter power cable

RAM Windscreen Mounting Bracket



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- Works off GPS (use with 2 Wheel Probes or 1 Gearbox Probe as back-up)
- GPS calibration - automatic
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- In addition to competition use also ideal for reconnaissance, route surveys and road measurement
- Optional metal bracket available for easy mounting
- Optional cigarette lighter power harness available (non-permanent installation)
- Optional suction mount for easy windscreen mounting
- Update total by digit +/-

- Additional features:
 - * Speedometer
 - * Stop Watch
 - * Master Clock (hh:mm:ss) with freeze facility
 - * Fuel Gauge – up to 500 litres
 - * 12V power

Marius Swart 0438 131 466

e-Mail: 3dcapalaba@sureback.com.au



'Jump bars' and other things

The development of a modern gravel rally car incorporates a number of key components that are absolutely essential if safety and success are desired.

Things like 45 metres of chrome-moly tubing bent to form a cocoon-like roll cage within the vehicles, carbon-fibre wrap-around seats, 5 point safety harnesses and the best suspension money can buy are probably top of the list.

In the 70's, during the halcyon days of the sport, the specification sheet was much different and included a number of components and modifications that today's rally competitors would probably not even be able to identify.



Admittedly, special stage rallying was more of an endurance test in the seventies, as opposed to the outright speed test that it has become today. In 1978 when planning a rally car build for the nature of events on the calendar at that time, strength and durability were a key part of the strategy, but more so because the roads selected were often much rougher and sometimes even impassable if rain reared its ugly head.

Typical risks associated with stage rallying back in the seventies included being bogged in a wet crossing or on a lonely muddy road, which resulted in the crew having to find a way to un-bog themselves and continue on their way.

While a time loss may have been inevitable under those conditions, it was generally the same for everyone and so losing minutes getting out of a sticky situation was the same risk and outcome for all crews.

The 'Jump Bar' was a necessary bit of kit, and was installed by different means – but often used a standard towbar with added foot plates for the brave co-driver to stand on in order to add weight over the rear axle and add traction.

Accompanying the Jump Bar, of course, were the grab handles which may have been cupboard door handles screwed through the boot lid or a length of seat belt webbing tied between the boot hinges and sitting outside the boot seal.

The ride often became exciting when the car got traction and accelerated forward with a navigator hanging on for dear life and the driver doing all he could to escape the muddy clutches of the bog.

A winch was often carefully fitted into the boot around the spare tyre and fuel tank, and the best winch to have was a Tirfor, with an accompanying 25-metre spool of wire cable. The Tirfor and cable probably added 20 kg to the laden weight of the rally car.

Whilst often singularly responsible for pulling a stranded car back onto a road, the Tirfor and cable sometimes caused a stoppage for following cars as the crew used whichever was the strongest and nearest tree to tie up to.... and often the cable stretched across the competing road to get the job done.

One of the more 'modern' tools sometimes carried in the late seventies was an exhaust-inflated jack-bag, intended to be slung under the car if bogged, then stick the tube on the exhaust and inflate the bag, thus lifting the car sufficiently for mud to be dug out (with the shovel the crew often carried) or to stick logs and rocks under the tyres.

Over recent decades, night time rallying has also become a rarity, where once it was favoured to avoid the potential conflict where daytime users thought to venture into the forest.

Even spotlights – synonymous with the concept of the sport – are perhaps not as essential as they once may have been.

Lighting manufacturers like Cibie, Marchal and Hella were highly competitive in the past, and over many years the number of forward facing spotlights permitted by various local regulations dictated how far the driver could see and how fast he or she was willing to drive. On most cars of the era, the attachment of a rear-facing small spotlight was equally important.

An overshoot at night on a dusty road or into thick scrub was almost immediately followed by a quick flick of the switch on the dashboard to light up what was behind, and reverse out of the situation. Some were mounted on the rear bumper while others took pride of place up high on the boot lid.

Occasionally, a car suffering lost time as a result of their 'off' was caught on a stage by a following crew only to be baulked by the spotlight still shining backwards down the road – the driver having forgotten to switch it off in the heat of battle!

Given the propensity for rally organisers of the day to throw in wet crossings on the competitive route, 'eye-brows' were also de rigueur.

'Eye-brows' were carefully shaped rubber flaps – essentially a forward facing mudflap – that did nothing for the aerodynamics of the vehicle but did an amazingly successful job of preventing mud and water splashing up onto the windscreen, remembering that the 70's vintage wipers were adequate at best.

Inside the car, the navigator of the day also enjoyed some basic equipment that is unlikely to be utilised today.

While modern cars rely upon digital distance measuring equipment, the ubiquitous Halda was the item of choice all those year ago.

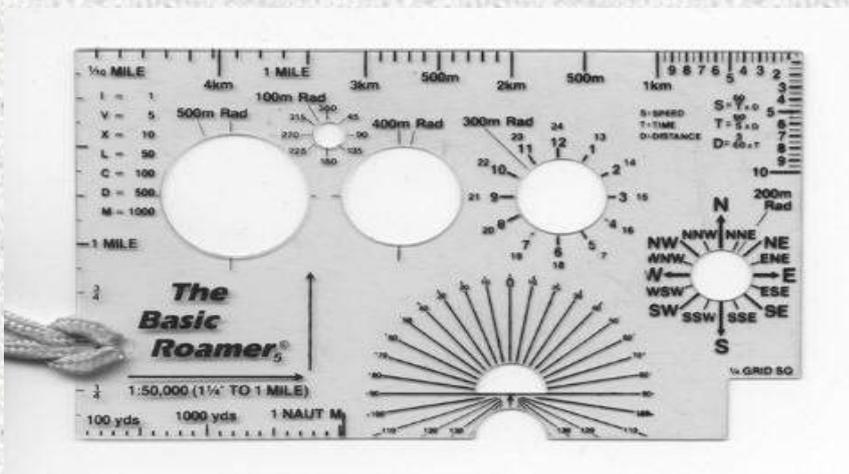
To make map reading easier (...yes Virginia, navigators actually used maps!!), the Rally Romer in various guises was usually tied by string around the neck.



And to ensure that those same maps could be read clearly during the darkness of night, the long-stem map light was a must.

A small number of drivers liked their navigators to shield the work from their navigational environment with a black cloth curtain, strung between the driver and his passenger to minimise the light getting into his line of sight.

Many of the new generation of rallyists will see these unique accessories of the past on the growing number of replica rally cars of the 60s and 70s, and wonder in amazement at the innovations and simple solutions of the past.



CLUB NIGHTS

one of the reasons
i love life...

Date	Venue	Program
Wednesday 13 th March	Brisbane Sporting Car Club – Clubroom	Video night with highlights from QRC in 2018 and plenty of in-car footage.
Wednesday 8 th May	Brisbane Sporting Car Club – Clubroom	Proposed C-drivers School
Wednesday 17 th July	Brisbane Sporting Car Club – Clubroom	Proposed Drivers night
Wednesday 14 th August (Ekka Wednesday)	TBC	TBC
Wednesday 9 th October	TBC	TBC

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2019 Calendar

As 2019 is NOW HERE the following dates have been submitted and ratified by CAMS, State Council and Rally Panel.

It would be great to see some new Clerk's of Course in the mix and the short course challenge events are the ideal training ground for new people. We've got some idea's on new venues's for these events and would love to have someone new/fresh set up to take on one of the new areas. There are plenty of people to guide you through the process so put your hand up and have a go!

2019 EVENTS CALENDAR

Month	Date	Event Name	Venue	Event Status	Event Type	Rd
Mar	02	Benarkin Rally Experience and Introductory Rally	Benarkin	Club	Rally	
Feb	23-24	Thornton Short Course	Thornton	Multi-Club	Off-Road	1
Apr	6	BSCC Short Course Challenge	Glastonbury	Multi-Club	Rally	1
Jun	15	SR Automotive Manumbar Rally	Manumbar	QRC	Rally	2
Aug	10	BSCC Short Course Challenge	Benarkin	Multi-Club	Rally	2
Sep	14	Hinterland Rally	Imbil	QRC	Rally	4
Oct	26	BSCC Short Course Challenge	TBA	Multi-Club	Rally	3
Nov	9-10	Mulgowie Short Course	Mulgowie	Multi-Club	Off-Road	2



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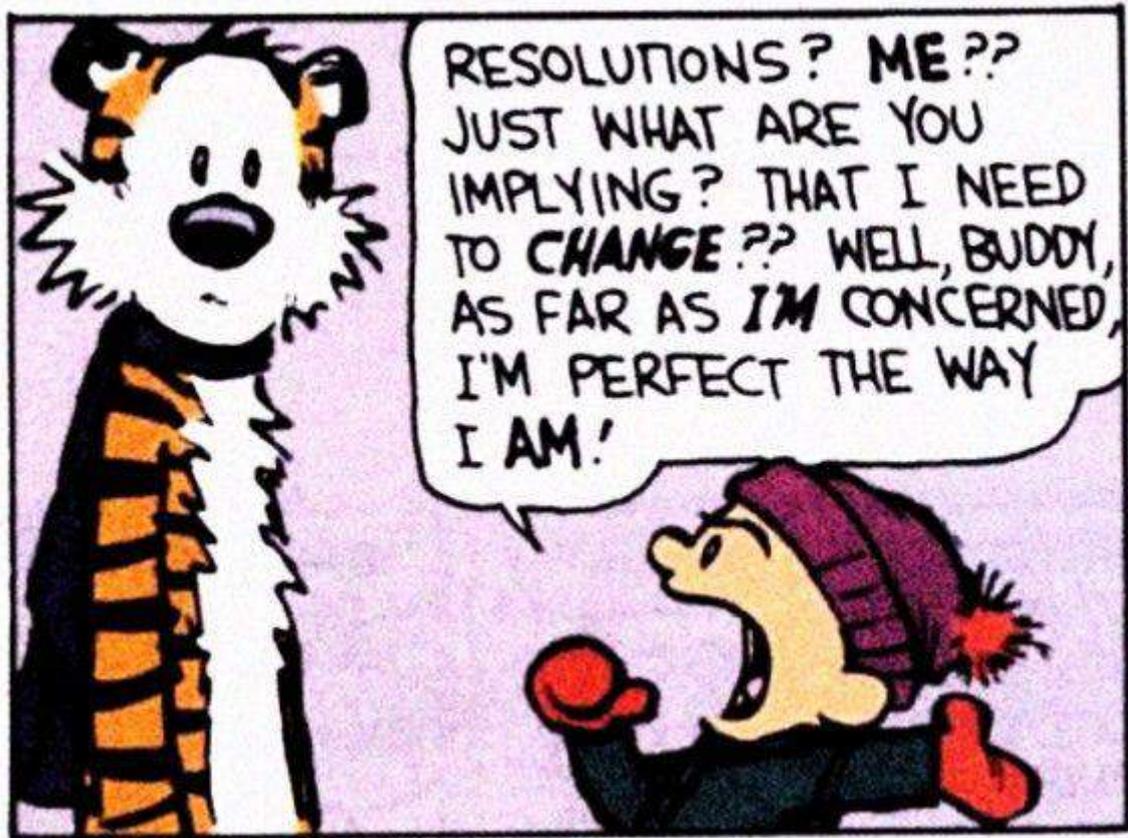
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THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB

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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 returned Members to our Club.

Welcome to:

Paul Economides - Member No: 4982

Gary Dutton and Family members Vanessa & Aidan - Member No: 4983

Jason Ives - Member No: 4984

Steven Casper - Member No: 4985

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