



# BRISBANE SPORTING CAR CLUB

SR Automotive Manumbar

Rally month 😊 .....



*What's in this month's edition?*

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



## JUNE 2019

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Welcome to the June 2019 edition of the BSCC Club Magazine.

Time is flying with the imminent delivery of QRC 2 the SR Automotive Manumbar Rally on 15 June 2019. This is always a great event and has quite rightly achieved several awards for best event including the very worthy "Competitors' Choice award at last year's QRAP dinner.

I must thank Simon, Margot, Stewie Reid and all their support team for the high-quality work they put in to achieve these results. At the time of writing this, I don't have final entry numbers but I am hoping that the rally "family" come together well to thank their "favourite rally aunty and uncle" by voting with an entry or a registration as an official.

The Club held another Club night for co-drivers and rally teams at the Clubrooms on Wednesday 15 May and this was well supported with many questions raised throughout the night. We also welcomed Karol Pajak who is joining BSCC. Karol used to compete as a co-driver in Poland and he was introduced to many of our experienced crews and looks like he may team up with a new driver for the rest of 2019.

The Club also welcomed David Thompson as its 5000<sup>th</sup> club member in May and David will be profiled in the next Magazine.

I will be Clerk of the Course of QRC 4, the Inspirations Paint Capalaba Hinterland Rally which will be at Imbil on Saturday 14 September 2019. Marius Swart is again sponsoring this rally and it will be a round of the East Coast Classic Rally Series. This is the final QRC for the year so watch this space and Facebook for more details as they are released over coming weeks. Mal Bartolo is the Deputy Clerk of the Course and we spent a very productive time last weekend setting a course which will see the best use of good quality Imbil Forest roads.

I look forward to catching up with many of you at Manumbar.

Cheers

Paul Woodward



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OUR FIRST THOUSAND MEMBERS.....Tony Best

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As member Number 5000 has recently joined the Club I thought that it would be interesting to look back at some of the earlier history of Club Membership.

The Club was formed in 1953. However, I get the impression that this was towards the end of 1953 as the Club membership Records start in 1954. Possibly any Membership paid in late 1953 was carried through to 1954.

By the end of 1954 there were 85 names on the Membership list and by the end of 1955 there were 166 names but I am not sure how many members continued their Membership into 1955. There were 215 names by the end of 1956 as approximately 70 new members were joining the Club each year.

Member 1000 joined in 1972 and member 2000 joined in 1981. Generally, between 50 and 70 new members joined each year, but between the mid 1970s and mid 1990s there were a number of years when more than 100 new Members joined the Club in a year.

Looking through the Membership List I can certainly remember meeting many of the early members. There are also quite a few I had not met but their names are familiar from early Rally Entry Lists. It is also noticeable that I remember some of the early names from Circuit Racing and different forms of Motorsport other than Rallies.

Of the first thousand Members there are probably many who are no longer with us but there are six who are still members of the Club.

By far the longest serving member is Henk Kabel. Henk joined in 1959 and his Membership Number is 378. He was Club President in 1965, 1966 and 1967 and then again in 1973 and 1974. He was Clerk of Course for the Queensland Round of the Australian Rally Championship between 1968 and 1973 and was Queensland Rally Champion in 1971. His business Stones Corner Motors (later to become the Keema

Automotive Group) sponsored a major Queensland Rally every year from 1965 until a few years ago and has always sponsored a number of Competitors. He is the father of current Board Member Tony Kabel and still occasionally helps Tony as a control official when Tony is a Stage Commander.

The next on the list is Fred Van Tuinen. His Membership Number 863. He started as a Navigator in 1968 but after a couple events decided he would prefer to be a driver. His first car was a Cortina Mark 1, then after a couple of other cars settled on an Escort Twin Cam in which he had some very good results. After this he worked as Clerk of Course on a couple of events. In 1996 he started his business Philcomm and supplied radios for communications until 2015. He was also Team Manager for his son Matty who was Queensland Rally Champion in 2009 and 2014. These days he competes in Sprint meetings at Morgan Park and Leyburn in a Subaru WRX STi and Datsun 1600. He has also finished restoring another Escort Twin Cam. This was originally intended for Historic Rallies but he now thinks that it is too good for Rallies and will only be using it as a road car.

Barry Farrell joined the Club in late 1970 and his Membership Number is 896. Mostly he navigated in events in Queensland but he also navigated for Norm Colthup in the first ever Dulux Rally in 1971. (The Dulux Rallies were amazing events and worthy of a separate story which I will try to write sometime). Barry also navigated for other Drivers and for a few years was involved with the organisation of the BP Rally of South East Queensland as he was working for BP at the time. These days Barry is a keen Official works as a Stage commander or Control Official at most events run by the Club.

The next current Member is myself, Tony Best. My Membership Number is 904 and I joined the Club in early 1971 and started competing as a Rally Navigator. I have done this for every year since and I am still doing it now. I have navigated for over 100 different Drivers, generally without any great success but a lot of enjoyment, although I did manage to become Queensland Champion Rally Navigator in 1989 and was third in the Australian Rally Championship in 1995. I was Club Secretary in 1995 and 1996 and a Board Member for a number of years until 2002. I have been Clerk of Course on a few events but these days I am happy to leave the running of the Club to the younger Members. However, I still work as an Official at Rallies and Off-Road Events whenever available.

Member Number 930 is John Hall. John also joined the Club in early 1971 and mainly involved in event organisation and Rally Navigating. His best result would probably have been Third outright in the 1987 Lutwyche Shopping Village Rally. This was a Round of the Australian Rally Championship and John was navigating for Neil Swaysland in a Datsun 1600. The only cars that beat them were two Mitsubishi Australian factory entered Lancers. He also had a very good result in one of the early Castrol International Rallies in Canberra, navigating for Murray Coote in a Datsun 1200. He was also the 1988 Queensland Champion Rally Navigator with Dennis Brown in a Subaru RX. These days John lives in Gatton and does not compete in Rallies. However, he is on the Organising Committee of the Leyburn Sprints and has also been involved with the Gatton Sprints and other events on the Downs.

Member Number 954 is Mike Dwyer. In 1971 he was invited by a friend to be part of a Rally Service Crew. This got him interested in Motorsport and he joined the Club in early 1972. He worked as a as a Control Official in the 1970s than he navigated for Ted Peel in a Datsun 240Z, competing in about five Rallies during the mid-1970s including the Lutwyche Shopping Village Rally. In the late 1970s he moved to Canberra and again worked as a Rally Official. After this he worked in the Pilbara and overseas, nowhere near any Motorsport events. He returned to Brisbane in 2001 and re-joined BSCC. He competed in a few Touring Road Events but his main involvement with the Club has been as an Official. On the larger Rallies he has been a member of Mike Verrall's team and also with other teams when needed. He has been a Control Official at the Coffs Harbour WRC on many occasions and last year also worked at Targa Great Barrier Reef.

Only six of the original 1000 still remain as Members of the Club. However, there are another 17 current Members with Membership Numbers between 1000 and 2000. This will probably be the subject of another story at a later date. At present there are 220 Club Members. Hopefully the Club will continue to prosper. Based on recent Club history we should be signing up Member Number 6000 in around fifteen years time.



5000  
thank you!



Many club members will be aware that our Hyundai Excel rally car, aka "Lucky", had a bit of a whoopsie at KCF 1 at Glastonbury, and sustained some damage. After a lot of debate amongst Luckys' owners, we decided that it was becoming unfeasible to keep trying to squeeze more speed out of the Excel platform, and perhaps our running costs would be reduced by driving a slightly faster car.

However, we wanted to stay with the Excel ethos of a cheap to build, and more importantly, cheap to run car. We've never had more laughs than we were racing Lucky, mostly due to a very small care factor regarding Luckys' general wellbeing, with parts and repair costs not being a major concern. We would prefer to spend our dollars on entry fees and maximise seat time.

So we thought we would do a series of short stories in the magazine about what we chose to build and why, and details on some of the cheap generic tricks involved that help make a rally car as driveable as possible, which may be particularly helpful to newer or less experienced club members that are considering building their first rally car.

Our Wishlist was -

- Cheap and plentiful
- Ideally subframes front and rear. This makes repairs much easier when banks and trees get clipped, as a replacement subframe can be bolted in instead of doing major metal work.
- Standard disc brakes that fit under 15 inch wheels, this would be a luxury after running the drums on the rear of the Excel
- Front wheel drive. Personal preference here, but we just like the aggression with which a frontie can be driven. This also ties into the cheap and plentiful requirement, as most modern cars are front wheel drive.
- It needed to have an LSD available
- Equal length driveshafts would be an advantage in a front wheel drive
- A decent amount of power from a standard engine would obviously be desirable
- A decent amount of wheel travel would be an advantage with some of the rough roads we encounter in Qld
- A pre 2000 built car would be desirable, as it would allow us to compete in the Alpine rally if we ever wish to

With these requirements in mind, there was really only one obvious choice, which I'm sure you've already guessed.

Yes, you're right, a Mitsubishi Magna ticked all the boxes.....



It will be the opposite end of the spectrum to the Excel with regards to size and weight, but a change is as good as a holiday.

We found a '99 model 3.5 litre v6 manual Magna in Brisbane with 73 original k's on it, \$1100 later it was ours. We bought it from a pair of Estonian backpackers that happen to be fans of Ott Tanak, so we took this as a sign. A few days later my brother Andrew found a Magna that would make a good spare car, a bottle of bourbon later it was ours. Cheap and plentiful box ticked!

They come standard on on 15 x 6.0-inch alloy wheels, so the right size wheels are plentiful, and the standard discs fit under 15's.

LSD's are available, and equal length shafts are standard, no need to fabricate anything here.

Subframes front and rear, Macpherson strut front suspension and multilink rear, which is preferable to the twist beam rears found on most front wheel drives nowadays.



A few days after purchase, Neill Woolley and myself hooked in and stripped the car, and had race seats mounted ready to go off to have a cage fitted. Neill managed to catch his shirt in an unguarded wire wheel on the angle grinder which actually drew a little blood. But he saw the bright side, as it gave him an excuse to get his shirt off yet again! We used the standard slider on standard mounts for the driver's seat, as a few different people will drive the car and the slider makes seat adjustment super easy. The other advantage with using standard mount points in the chassis is that the Cams regulations for seat mounting never change regarding **the** standard ADR

approved mounting points, so there shouldn't be any need for changes down the track. Also, if we have to re-shell the car, we can just unbolt the seats and bolt them into the new car with no fabrication required, which equals more racing time. We did fabricate the front mounts for the co-driver's seat, as we didn't require a slider and it helped to get the seat as low and rearwards as we liked.



By the time you read this the cage will be finished, and we will be investigating a steering quickener to bring some sharpness to the big and floaty Magna barge. We will provide more insights and build tips as we go.

That is of course if you can still take us seriously after learning that we want to rally a Magna :-)

Tristan Carrigan



# Bscc Wins at Chrome Bar Bonanza

The third Chrome Bar Bonanza was held at Lakeside Raceway on Sunday 26<sup>th</sup> of May. Organised by Queensland Raceways, the day was one for those of the Chrome Bumper Bar Era. It attracted hundreds of classics from Holden, Ford and Chrysler of Aussie and US origin. The BSCC was invited by Queensland Raceways to provide a display of Classic Rally cars of the Chrome Bar era in keeping with the theme as a way of promoting the club and rallying.

On the day, club members Keith Fackrell (Group 4 Escort), joined by Cate with her lovely Mk 1 Escort, Dave Ovenden in his beautifully rebuilt Mazda RX-2, Jamie Macfarlane in the stonking Commodore looking resplendent in its Marl' Bro colours and Matt "Brocky" Dolan with his Day Glo MHDT colour schemed Gemini donated their time and their cars to show off the cars and the club to the spectators. We had a great position in the round-a-bout between the tower and the tunnel. Everyone who presented their cars and helped on the day did such a great job, **the BSCC came away with the prizes for the Best Rally Display.**

We may have been the only rally club represented but we weren't the only display so it was credit to the owners who presented their cars so well so a big thanks to them.







# CLUB NIGHTS

one of the reasons  
*i love life...*

Date	Venue	Program
Wednesday 17 <sup>th</sup> July	Brisbane Sporting Car Club – Clubroom	<b>Drivers night ;</b> <u>Special Guests confirmed</u> 😊 Ed Ordynski & Iain Stewart
Wednesday 14 <sup>th</sup> August	TBC	TBC
Wednesday 16 <sup>th</sup> October	Brisbane Sporting Car Club - Clubrooms	<b>CAMS Women in Motorsport Commission presentation ;</b> Guest presenter – Jessica Dane Chair of the Commission and Commercial Operations for Red Bull Holden Racing Team. A special night for women in motorsport (blokes are welcome too!)



# THE BOYS ARE BACK IN TOWN

## DRIVERS CLUB NIGHT WEDNESDAY 17<sup>TH</sup> JULY 2019

Yes we're lucky enough to have Ed Ordynski and Iain Stewart joining us again for a special night at the car club.

Ed will be talking all things driver related – technique, set-up, preparation etc. with input from Iain on the co-drivers role to make the night a complete team event. Both drivers and co-drivers are most welcome to enjoy this very informative and entertaining session.



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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
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



# Smart & Stean win in Paradise

Marius Swart and Alan Stean, win the first round of the P3 Solutions Queensland Rally Championship at the Whitsundays. Driving their VW Polo S2000 (Inspirations Paint Capalaba) on the limit for the entire rally the team achieved what many had set out to do for Rally Whitsundays.

The inaugural event lived up to its catch phrase "Adventure in Paradise", with tales of high speed moments and thrills for many crews in the tropical landscape. Rally Whitsundays was part of the much bigger Whitsundays Festival of Motoring, located in Airlie Beach, Proserpine and Bowen over the weekend. The Whitsunday Regional Council not only sponsoring the event but added a massive input and preparation to the high quality roads. The communities giving the rally an enormous welcome and show of support, with a tarmac special stage in the streets of Bowen outside the Grand View Hotel really revving up the masses.

Upgrading his rally car to a Mitsubishi Evo 6 (Alljap Auto Parts), 2018 junior champions Brayden and Blake Wilson had a stellar start to the year and finished second. The brothers also snatching a fastest stage time on a flyer through the cane fields. Blake also achieved fastest junior co-driver for the rally as well.

Third place and first Two Wheel Drive was Craig Aggio and Megan Benson in their classic Toyota KE30 Corolla (Steerfast). After a run of DNFs in earlier events it was all smiles as the pair arrived at the finish.

Fourth position went to Melinda Bergmann and Larisa Biggar in their Mitsubishi Evo 9 (Zonta Club Whitsundays) and fifth was the Yeppoon based father and daughter team of Anthony and Chloe Tanzer in a Subaru Impreza (Tanzers Auto Care).

Achieving first in the Clubman category was Lee Williams and Grant Abrahams driving in their Toyota Sprinter. The boys putting on a show during the street stage with a few extra cheeky donuts that really got the crowd roaring.

In the Novice category, in her first championship event as a driver, Michelle Van Der Wilk and Brad Jones (Subaru WRX) came away with a solid win. They had competition from the impressive rally cars of Team Toyota Townsville.

It was a case of "The Curse of the Leader" for the rally with some notable absences in the top ten results. Glen Brinkman and Harvey Smith (Mitsubishi Evo 9) started the rally quickly stating their presence with a fastest time in stage 1, and retaining the lead after stage 2, however stage 3 claimed them with a broken rear control arm. With an ever positive attitude, they later re-joined the event after the repair and continued to claim three more fastest stage times despite knowing that they were no longer eligible.

On the completion of stage 3 Erik Johnsson and Matt Van Tuinen (Subaru WRX) were equal leaders with Wayne Morton and Kirra Penny (Toyota Corolla S2000 - CQ Field). However in stage 4 the Leader's Curse kicked in on one of the big long straights through the cane fields and Johnsson/Van Tuinen suffered a blown engine. With Morton/Penny in the lead after stage 4, they arrived early into stage 5 resulting in penalties and succumbing to the wrath of the Leader's Curse. Swart/Stean must have drank a special potion in the morning and held onto the lead from stage 5 through to the finish.

In a similar great attitude to the likes of Brinkman/Smith was the team of Gerard McConkey and Neill Woolley (Subaru WRX - Living Here Wilston). Suffering damage in stage 2 that required repair with a welder from a kind farmer as outside assistance, they continued going hard all the way to the end. They withdrew at the end as a true sign of competitor honesty, their times putting them in a second outright position.

The rally was organised by the Whitsunday Sporting Car Club, with Townsville City Autosports Club also playing a role. The Whitsundays Festival of Motoring also had volunteer assistance from Zonta Club Whitsundays, whom advocate Queensland Domestic and Family Violence Prevention Month in May, with all rally cars increasing awareness for this cause by tying an orange ribbon to their cars.

The next round of the P3 Solutions Qld Rally Championship will be the popular SR Automotive Manumbar Rally on June 15.



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# *Brisbane Sporting Car Club*

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

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Website: [www.bscc.asn.au](http://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:***

Steven Wlaton - Member No:4994

Dylan Mead - Member No: 4995

Scott Muhling - Member No: 4996

Steve Maller - Member No: 4997

Karol Pajak - Member No: 4998

Ian Griffin - Member No: 4999

*Old Members re-joining*

Steve Kippen - Member No: 3465

Christopher Jones - Member No: 4181

Emily Jackman - Member No: 5001

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