



Congratulations to all Rally Qld competitors...





Presidents Message

Hi Everyone and welcome to the June Edition of Brisport. The running of the Accent Benchtops Rally Queensland dominated club activity last month but there was still a lot of paddling, unseen “under water”, by many around the club.

So, let's start with the biggie – Accent Benchtops Rally Queensland. The rally started for most competitors when they arrived on or about Wednesday or Thursday, 19/20 May when they arrived for testing or recce. For organisers, their rally started first thing in the morning of 9th of February after late the previous night at the February Board Meeting, the decision was made to proceed with promoting the Queensland Round of the RSEA Safety Motorsport Australia ARC. Since that time, for organisers, competitors and our wonderful volunteer officials, it has been a hectic ride.

I'll leave the reports of the rally and who was quickest, slowest, unluckiest, missed it by that much and most spectacular to others. If you were there, I am sure you would have gone away wearing a big smile that the ARC is back because there was plenty to see and the pool of upcoming talent on



display is the deepest the ARC has witnessed in a long time – and the BSCC is again a big part of that.

There are many people who spent countless hours working on the rally and who were instrumental in its success. Of those, the big three are Brian Everitt who was the Clerk of Course, Glenn Brinkmann from Accent Benchtops, the naming rights sponsor and Glen Hartwig, the mayor of the Gympie Regional Council. It is fair to say, without the enormous contributions of those three people and the teams they led, the event would not have happened.



That it did happen so successfully, along with the Wheels on Mary street party to kick the event off, is a testament to their work and dedication to the event. Locals estimate up to 5,000 people attended the street party. On behalf of the BSCC, I extend our deepest gratitude to these and again to everyone else who made the event as good as it was. Spectator numbers were also impressive with as many as 1,500 at spectator points at the Emery Engineering and Electrical Service Park.

I should also formally thank our other event sponsors as their contributions did so much to help create a great event. They were **P3 Solutions, Baden Civil, Crashtag, NA Autosport & Engineering, Gympie Motor Group** and **Lock and Load Transport Systems**. Some of these are people we know and some are new so please, if you can, support those who support us.

While at the event, I had the pleasure of meeting and talking to Alice McKenzie from Motorsport Australia. Alice is the Memberships and Permits Officer at Motorsport Australia. During our conversation, Alice made a special point of saying the BSCC is one of her favourite clubs to deal with. When I asked why this was the case, Alice said it was because for the years in which she has been managing permits, our attention to detail around those and her general dealings with the club made it so much better than others. This is mostly been due to Margaret MacKay. To many of us, Marg is Rally Mum, Ma, Club Administrator, Scorer Extraordinaire, Tireless Volunteer and the name “Marg MacKay” the answer to so many questions like “Hey do you know where to get....?” Or “Who do I ask about...?” It was a real compliment to Marg that Alice should make a point of telling me this so again, Thanks Marg for all you do around the club.

One of the “paddling below the surface” activities during the last month was the acquisition of another 20 radios, a repeater and a trailer. Thanks to the efforts of Craig Porter and Iain Robertson, the club has acquired 20 radios to replace some of our older sets. A repeater is also in the mix. This repeater was generously donated to the club by Tony and Belinda Howard. These are another two members who do a lot behind the scenes when they're able and their generosity in this donation should be recognized. Thanks Tony and Bel.

Along with the radios and repeater, as mentioned, Craig and Iain managed to scrounge us a trailer specially rigged to carry the repeater. Not only does it do that, but it has solar panels, batteries and inverter and a 12 metre mast with antenna. This now means we can set up our repeater inside the trailer, sealed away from the weather, so our intrepid tech crews don't have to worry about tarps etc as we have been doing for so many years. The solar panels charge the batteries as we go during the day so it now means we have a great little autonomous solution. The trailer is undergoing some refurbishment and will be right to go very soon.

The Club is releasing a new schedule for the balance of 2021 very soon. The unfortunate rain intervention in March has meant the calendar has had more changes than we care to mention but some deft work by your club's team has resulted in new dates which can be released shortly once all the relevant authorities are lined up.

One we can mention today is the KCF Rallysport Winter Stages Rally to be based out of the Benarkin State School on Saturday 17th July. Again, this will be a pace noted event run on A to B timing. Recce will be available the Saturday before or on the morning of the event. This will be a round of the Queensland Novice Series and the welcome from the school and compact format will again make this a must do event.

That's all from me this month. If you have any contributions to make for the magazine, please don't be shy.

They can be sent to Margot Knowles via the club email address at info@bscc.asn.org

Cheers,

Dom.



JMac and AMac

It says a lot when two of the highest-ranking co-drivers in Australia both herald from the suburbs of Brisbane in Queensland, and both happen to be current team-mates in the only factory-supported rally team in the country.

With the Australian Rally Championship converging on the Cooloola Coast city of Gympie this weekend, RallySport Magazine had the chance to sit down over a coffee with John McCarthy and Anthony McLoughlin - proud members of Toyota Gazoo Racing Australia, and co-driving for Harry and Lewis Bates respectively.



John and Harry celebrated their debut Australian Rally Championship in 2019 after being together since 2015, while Anthony's opportunity arose during the year when the new Toyota outfit was announced, and the experienced co-driver was drafted into the seat beside Lewis Bates.

It goes without saying that both men come with solid CVs and reputations for excellence, John having sat beside Steve Shephard in the Evo 10 Lancer at ARC level, and Anthony bringing a host of national and international experience, having most recently been team-mate to Emma Gilmour in the New Zealand Rally Championship.

Certainly a 'quiet achiever', Ant's pedigree is genuine following his father Phil into the sport, and having sat beside such personalities as Murray Coote, Stewart Reid and Chinese driver Liu Cao Dong.

Ironically, both men started their careers in the familiar Holden Gemini series during the 1990's - John alongside Trent Dutton and Anthony claiming much success with Wayne Appleyard.

When not in driving suits, both John and Anthony enjoy regular day jobs behind a desk – John as an engineer for BHP, and Anthony a Systems Administrator with the Qld Government.

Both also are fortunate to have the ongoing support of their families, as they travel the continent in search of continued rally success.

2019 was a watershed year for Toyota Gazoo Racing Australia, with the no 1 team car of Harry and John celebrating a dream season in the newer Toyota Yaris AP4 car, and the

second car of Lewis/Anthony showing a genuine turn of speed and consistency to clinch second in the series behind big brother Harry.

The GR Yaris AP4 models, newly developed by the team a Neal Bates Motorsport have immediately shown their pedigree with a 1-2 finish in the Netier National Capital Rally in Canberra only 6 weeks ago.



RSM – to both.

Congratulations to you both on being part of a factory team. It must be a dream come true, as co-drivers – to have reached this pinnacle?

JMac – Yeah, Thanks. To be honest, it's not something I ever really thought I would achieve. I started rallying as a way of having a bit of fun with my best mate from High school and now I'm just really pleased and very grateful for the opportunity. NBM are a great team to be involved with and Toyota are a big sponsor who have supported our sport for a long time now. Harry is even a half-decent bloke, too.

AMac – It's a great privilege to be part of a factory supported team especially one with the Bates' name associated with it. It's most certainly a highlight of my rally career so far and it's exciting to be working with a young up and coming driver.

RSM – to John

JMac, winning the ARC title in 2019 before COVID interrupted everyone's plans for last year must have been surreal. It was a year where it seemed nothing could stop Harry and yourself.

JMac – it did seem a bit strange, but not for the reasons you would think. I don't actually think that Harry and I did anything all that differently from previous years, but for whatever reason it all just seemed to go our way. For sure we each made some tweaks and fine tuning on our respective sides of the car, but I felt like they were relatively small improvements compared to the big change in results. I think it's fair to say that we had always shown quite good pace, but never really managed to convert that into a title.

So, it was especially satisfying in 2019 to repay everyone's efforts with a clean sweep and a title win. It would have been a particularly nice ending to run as a proper WRC entry in Coffs but unfortunately that wasn't to be.

RSM – to John

JMac – you join a long and impressive list of ARC-winning co-drivers. Which people did you look up to early in your career, and who motivated you to seek the next seat, and the one after that?

JMac – I was quite lucky that when I started out, Iain Stewart was actively helping newcomers by hosting co-driver nights at the BSCC, which I went to and learned a lot. So Stewie was probably the first person who I looked up to. After that I immersed myself in the sport as much as I could by just going to rallies. Being at events and seeing other people do the job made me start thinking that I could do the same. Seeing fellow Queenslanders Chris and Ben Atkinson make their way to the front of the field was particularly motivating because it showed what could be achieved with the right motivation. So, I just kept working away at it.

RSM – to AMac

Ant – as mentioned in the introduction you have a long list of drivers that you have rallied with, besides Lewis. Who sticks in your mind as being special?

Ant – I have been fortunate to sit next to a lot of great drivers. Each one has been different, both in their personality and skill level. As a co-driver this is always the biggest challenge when working with different drivers. It has been very rewarding when it all works well and you both achieve a great result.

RSM – to AMac

Ant, you've done a lot of international rallying in the past 15 years. What has been some highlights and standout moments of competing overseas.

Ant – I have been very fortunate to rally overseas and compete in a lot of different countries. Rallying has taken me to places I never thought I would even visit for holidays such as Romania and it has been amazing doing some iconic events such as Rally GB and San Remo. Helping Liu Cao Dong win 3 Chinese Championships was one of the biggest highlights along with competing in a WRC car and winning Rally Hokkaido in 2011 with Toshi Arai. Probably my most favourite overseas place to rally is by far New Zealand. The roads and stages there are absolutely incredible.

RSM to both:

Tell us how the opportunity arose to join the Toyota team? Was it a call from Neal asking if you were busy for the next few seasons?

JMac – It's funny because I actually called Neal. RSM wrote an article about Harry and after reading it I thought I might be able to help him through his first handful of events. At the time I didn't have a regular ride and figured it would be a nice way to "pay it forward" so to speak. So, I got the gig for that year's event in Canberra and we made the podium in what was Harry's first ARC. Even after that though, I thought I would perhaps do a handful more events and that would be all. Now here we are heading into our 7th year.

RSM – to John

John, how much time is involved in being part of the Toyota Gazoo Racing Australia team, apart from events? Are you both travelling between Brisbane and the ACT for testing, and down to Melbourne for PR work with Toyota Australia?

JMac – Not really, no. Occasionally I am required at some PR events or a private test. But generally, I only need to travel to rallies and do the co-driver thing. Harry Hollywood does all the other stuff.

RSM – to AMac

So you've both joined what is effectively a 'family team', held together by Neal. Do you feel like you are part of the family? Is it 'Uncle Neal' this and 'Uncle Neal' that..? 😊

Ant – It is very much a family-based team and it is great to be part of. Whilst it is not a huge team everyone within the team works hard to ensure we the drivers and the car have the best chance of winning. We have great support from Neal and Coral who work hard pulling it all together along with Darryl and the guys who have built a great car and maintain the car before, during and after each event. Also, on events we are well fed and looked after by Jane, Cassy and Haley.

Both of you have a lot of experience in different cars under your belts. Have you been able to contribute any useful feedback to the development of the new Yaris from your side of the car?

JMac – I think in the early stages of developing the previous AP4 Yaris I was able to help confirm what Harry was feeling from the driver's seat, or communicate how I felt things were going. But with Harry now having quite a bit of experience, it's very much Harry and Lewis driving the development and set up.

Ant – No not really. When I started with Lewis in the Yaris the car had pretty much been through the development phase. Also, I don't pretend I know a huge amount about the car so I pretty much just stick to my role as a co-driver and leave the technical stuff up to the guys to sort out. These days the guys are only a phone call away and know every inch of the Yaris so it is very easy for them to communicate what needs to be done if we have an issue.

RSM to John

JMac, tell us how the New GR Yaris feels.....its a new generation state-of-the-art AP4 car. How does it compare to some of the mainstream rally cars you've ridden in?

JMac – The GR Yaris AP4 is incredibly good, especially considering it's only at the beginning of its development cycle. By combining the things that we learnt from the old car with the upgrades we have in the new car, the team have given us something very special.

The main thing I get from the co-driver's seat is how lightweight everything "feels" compared to a production-based car. I have sat in cars with more horsepower and top end speed, but the whole package of the GR Yaris AP4 is amazing.

RSM to AMac

You are well known as being one of the lightest co-drivers around. Just for the record, what's your current weight...?

Ant – Well my current weight is a lot less than my team mates☺. Put it this way my weight is probably at the lighter end of what a jockey weighs which was an option growing up as my grandfather owned a few race horses but 1 horsepower was nowhere near as fun as 300 horsepower.

Is it an advantage that both of you live in Brisbane in the lead-up to events? Do you get together to compare notes when planning for an event? Do you usually travel together from Brisbane?

JMac – Both of us being based in Brisbane is an advantage where travel is concerned, for sure. It helps with the logistics because we're almost always arriving and leaving at the same time. Aside from that it can be convenient from time-to-time sharing onboard footage etc, but the travel is the main benefit.

Ant – We don't generally get a chance to catch up that often even though we only live a few suburbs apart due to work and family commitments. Prior to events we definitely talk, text and email to discuss what we need to do and make sure we are both on the same page as far as the event is concerned. We do try to make sure we both fly at the same time to events which helps with team logistics.

Let's talk about Harry and Lewis. As brothers go, do you feel that they complement each other as team-mates? They are both incredibly competitive, so do they push each other to even higher levels?

JMac – I think the boys want to beat each other and that motivates them both to work hard. But always in a way that is complimentary as you say, it's nothing like the Webber vs Vettel situation. They share a lot of information and ideas in the spirit of healthy competition.

Ant – Both Lewis and Harry have a genuine respect for each other firstly as brothers but also as competitors. I know from my perspective working with Lewis he has his own personal goals he wants to achieve and wants to win as much as Harry does. As Lewis closes the gap to Harry I think it is going to get very competitive.

It's rumoured that the Bates boys like their motel rooms very cold, just like the climate at home in Canberra. You are both healthy Queenslanders who come from the tropics....is this a problem area? You can be honest.....

JMac – This is 100% true. If Anthony or myself get within 5 metres of the thermostat, things can deteriorate very quickly Hahaha. "Oh my Gooowwwwd, it's so hot in here it's like a FKN Sauna! I can't believe you think this is cold"... you get the idea.

Sometimes for a laugh we set it to 32 degrees just to get a reaction, but generally it needs to stay closer to 20 to avoid arguments. McLoughlin and I just have to get used to seeing a pale blue person in the mirror 😊

Ant - Honestly this is probably the biggest problem John and I have with Harry and Lewis especially at events held in the winter months. If John and I arrive before the other two we make sure the accommodation is perfectly set to no less than 25 degrees. After that it becomes a battle over the temperature control!

What about quirky habits or superstitions for Harry and Lewis? Favourite breakfast food etc etc?

JMac – Hahahaha. Actually, for the first year or two, Harry would throw up his breakfast on race day in a very James Hunt kind of way. Thankfully, after a few years competing that sorted itself out. I should ask him if he ever got that level of nervousness before a big athletics competition... Anyway, now my only real issue is having to plan around Harry's extreme levels of optimism regarding his own ability to get ready in the morning. He seems to think he can wake up 7 mins before we are supposed to leave for recce/testing/flights/whatever and still make it out the door on time...

Ant – I would have to say Lewis is probably one of the easiest drivers I have ever worked with. He is very easy going and works hard. He doesn't have any superstitions (that I know of). He just deals with the situations as they happen and gets on with the job.

Reconnaissance usually reveals something about a driver's preferences. Is there anything the boys like to record or ask you to call in their notes that took you each by surprise?

JMac – It's a little difficult to say because after 6 years I've become so used to the vocabulary we use which we really stick to. Now that we've found a really good rhythm and routine with the notes, it seems to all just work. A few years ago, we did introduce a call that created some interest: "Next" which is an odd abbreviation for "Narrow Exit". Otherwise, there's just the slightly obsessive attitude towards pacenotes and reviewing in-car video. This is fairly easy to tolerate though because it usually pays off.

Ant - For me there is nothing that really stands out. Lewis uses a 1 to 6 note system with plus's and minus's to give him more definition at the faster end of the scale. Having been with a lot of drivers I have seen lots of different variations of pacenotes but Lewis's system is detailed and accurate without being over complicated.

You each have a day job and families at home. How do you stay fit for rallying? Do you hit the gym regularly? Or, are you blessed with natural athleticism 😊

JMac – I mostly ride my bike as often as I can. I would say that cycling is my other main hobby, which I really love. Usually the Mountain bike if I have time to load the car and head to the trails, otherwise I'm on the roadie for the sake of convenience.

Ant – The only thing I think I am blessed with is a twin turbo'd metabolism that gives me the look of someone that works out regularly or doesn't eat much! Whilst I don't go to the gym I certainly make sure I am active by doing plenty of walking and swimming. In saying that like any sportsperson competing at a high level it is important to stay fit. Not only does this help with physical endurance during a rally it also helps with your mental endurance and focus.

John, you have three beautiful little girls at home. Ant, you have a teenage son.

John, are the girls interested in their dad's rallying exploits?

JMac – They are certainly interested but that level of interest fluctuates, peaking when they are actually at an event and dropping away the rest of the time. Which is completely fine with me – they are all very involved with their own activities like Hockey, Athletics, Swimming etc. I really love spending time watching them do their own thing. Each of them has their own unique talents and abilities and I get a real buzz from seeing them work away at it and seeing the benefits.

Ant – is your son looking to potentially follow in your footsteps in rallying, and add to the McLoughlin family involvement?

Ant – He certainly takes an interest in what I am doing and loves coming to events when he can. He has told me he would rather be a driver than a co-driver. My wife and I have already told him he needs to find his own budget for that!

2021 and beyond:

RSM – to both.

What are the plans for the coming season?

JMac – Well, the plan was to try and go back-to-back after 2019, but we all know why that didn't happen. Now I think we just have to focus on the same for 2021 and hope that everything goes as smoothly as it did last month in Canberra.

Ant – From our perspective the plan is to try and close the gap to Harry and John. They are certainly the bench mark. We now have a full season of experience under our belt learning the car, the events and each other so this year is all about taking it up another few levels.

JMac, reports during the latter part of 2019 suggested that Harry was keen to pursue international experience in the future and even the JWRC or WRC2. Whether that comes to fruition or not, do you see yourself as part of that opportunity? It's a huge commitment in time.

JMac – To be completely honest, I haven't really given it a lot of thought. I would really love to compete at a higher level overseas but as we all know motorsport can be fickle. If things start to look promising I will give it more thought but the reality is, for that kind of prospect there needs to be a lot of money which the team don't have access to at the moment.

Boys, Lewis is a couple of years younger than Harry but proving to be exceptionally talented. Both Lewis and Harry are really just starting out and have many more years of rallying ahead of them. At 40-ish respectively, do you plan to be around for a while longer? Do you feel like the wise and experienced co-drivers whose job it is to keep the youngsters firmly focussed on the job at hand?

JMac – To be honest, it kind of started out that way for me. As I mentioned earlier, I had heard that Harry was getting started in rallying and I thought that I might be able to help him out initially before someone else with more ability and experience would fill the role. Both the lads really do have a great support team around them so the scope for me to have meaningful input was always going to be fairly limited. But for now I am still enjoying competing at a very high level and am really looking forward to the challenges in front of us, developing the new cars and trying to stay at the front.

Ant – One thing about Lewis and it is probably the same with Harry is they have grown up around the sport and watched their dad achieve great success in the sport. I think this experience has certainly shown them what it takes to be a good driver. They both have their own way of doing things but even at a young age they have a good mix of skill, ability and most importantly a good attitude towards driving.

In simple terms, are you also keeping up with the youngsters? You go out jogging and cycling together.....do you keep up!??

JMac – Hahahaha, I've made the grave mistake of trying to keep up with the boys a few times on foot and on the bike, but I paid for it accordingly. So, the short answer is no I don't keep up despite my very best efforts, but it's fun trying.

Ant – Because both boys live in Canberra and John and I live in Brisbane we only really get together at events. These days the events are quite compact and very busy from the time you arrive at the event so it doesn't leave a huge amount of time for exercising. But I am sure I would run out of steam long before they would. As you get older the body is like an old car, it doesn't want to be pushed as hard anymore and breaks down faster than a younger version. So as you get older it is important to find different types of exercises that aren't as hard on the body but still keep you fit.

The two-car Toyota Gazoo Racing Australia team start the Accent Benchtops Rally Queensland as favourites this weekend, in an event that is basically a two heat sprint over 160kms of rally roads.

Harry and Lewis Bates will once again be relying upon their skilled co-drivers to guide the way, and with no obvious 'team orders' the battle between these two teams for supremacy will be nothing short of intense.

RallySport Magazine thanks John and Anthony for their time and willingness to share their insights into the team.

'Reprinted from an article which was published in RallySport Magazine'



From (not so little) Things, Big Things Grow

Well, the car they love to laugh at, Tiny the Wonder Magna, has had its first full and unscathed event, and it's fair to say the laughter has become a little more muffled.

With Andrew Carrigan at the wheel, and Jay Davidson on notes, Tiny finished 4th outright in a strong QRC field at Rally Qld at Gympie on May 22, missing out on 3rd by a handful of seconds. A fantastic performance from Andy and Jay. By all reports, the laughter was coming from inside the car all day, and not so much from other competitors once they realised there was the distinct possibility of being done by a Magna....

But the other competitors shouldn't be concerned, Tiny is a good thing, Andy is a great steerer, and Jay can.... read. All the modifications we have made to Tiny have been the basic one-off items that all rally cars should have, and each mod is targeted towards making the car easier to drive. Easy to drive = fast everytime, no matter what car you start with. I have detailed the jobs done to Tiny in past BSCC newsletters, and Tinys' speed is now showing how worthwhile those items have been.

If anybody is keen to know more, please come and see us at an event. The car is an open book, some of the items will make more sense when seen first hand. The original idea was to take a very unlikely car and show that it can be fun to drive and competitive with a few essential improvements. In fact, we have done nothing to Tiny that we didn't do to 'Lucky' the Excel, and it cost no more to do it to a Magna over an Excel.

I think it's fair to say that Tiny has more speed, and is more fun to drive with that howl of the V6 delighting

spectators and making it feel like a proper race car on the inside. Not to mention, the driver of a Magna doesn't hold an unnatural fear of uphill sections the way Excel drivers do, the Magna just flies up them !

8:30 rallyresults.com.au/ARC/20: QRC

Leg 1 2
Stage 1 2 3 4 5 6 13 14

Show Stage Times Show Overall Times

SS4 started at 12:46
Car 54 Conner OLDHAM - Colin O'BRIEN | Mazda Familia | Stopped in stages

No	Crew	Vehicle	Time	Gap Prev/First	Pos
4	QUINN, N WINWOOD-SMITH, R	Mitsubishi Evo 10	08:13.2		1
9	HOY, C KELLY, E	Mitsubishi Evo 5	08:16.1	00:02.9 00:02.9	2
41	CARRIGAN, T WOOLLEY, N	Alfa Romeo 147	08:43.4	00:27.2 00:30.2	3
50	CARRIGAN, A DAVIDSON, J	Mitsubishi Magna Evolution	08:50.5	00:07.1 00:37.3	4
42	MENZIES, I MCGOWAN, R	Mitsubishi Lancer Evo 9	08:59.4	00:08.9 00:41.2	5
11	BRINKMAN, G RICHARDSON, S	Mitsubishi Lancer Evo 9	09:01.1	00:01.7 00:47.9	6
58	NEILL, B HAYES, M	Ford Escort Mark II	09:01.4	00:00.3 00:48.2	7
44	BUSTARD, R DAVIES, P	Mitsubishi Evo	09:02.4	00:01.0 00:49.2	8
45	BADENOCH, C KELLY, C	Toyota Celica RA40	09:06.1	00:03.7 00:52.9	9
60	BLACK, J BLACK, C	Datsun 1600	09:11.9	00:05.8 00:58.7	10
48	WEBSTER, T BERGMANN, M	Subaru Impreza WRX STI	09:17.6	00:05.7 01:04.4	11
56	THOMAS, P RICHARDS, C	Ford MK2 Escort	09:17.8	00:00.2 01:04.6	12
40	AGGIO, C	Toyota	09:18.0	00:01.2	13

Look at that Magna go!

Tiny had no major issues throughout the day. We believe the front springs (250 lb/inch) may be a little soft, but that's easy to rectify. A fair bit of heat was coming off the tunnel, causing a few little problems, but hey, small price to pay for all that powaahh !!



Some of the roads used at Gympie were very narrow, and at first glance they would seem not suited to a big car. However narrow forestry roads are narrow because they don't get used much, and when they don't get used they are not maintained, and when they aren't maintained, they are ROUGH. Rough roads play to the Magnas strengths, being long, stable and heavy so that it isn't deflected by every rock and rut it hits. It really eats up a rough road, and gives a superbly smooth ride for the crew. But the fast and flowing roads are where the crew has the most fun, letting that big engine sing !!

Whilst it may sound as though being competitive is our primary goal for this car, it's not. If we just wanted to win, we wouldn't start with a Magna ! Fun is the goal, however if it can also be competitive then all the better. Keeping 4wd cars honest in a car more likely to be found parked at the local Bowls Club certainly adds to the fun factor !!

Keep an eye out for Tiny at the next event, and by all means come and see what makes it tick. It would seem as though there is merit to the unlikely concept of a V6 powered front wheel drive rally car

SEE YOU SOON!

Big, long, Gold and Strong





A message from Club Member Shaun Gill

"To the entire QRC team. Well done awesome event.

Roads were good. Event went so well – despite a couple of good crashes.

Thank you all from, Jesse, Mikey and myself.

Please let all know we had the best time in a long time."



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



Team Oz2000 Rallyesport 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.

SABERTRIP 3

ODOMETER



Optional extras:

Metal Mounting Bracket

Cigarette lighter power cable

RAM Windscreen Mounting Bracket



FEATURES:

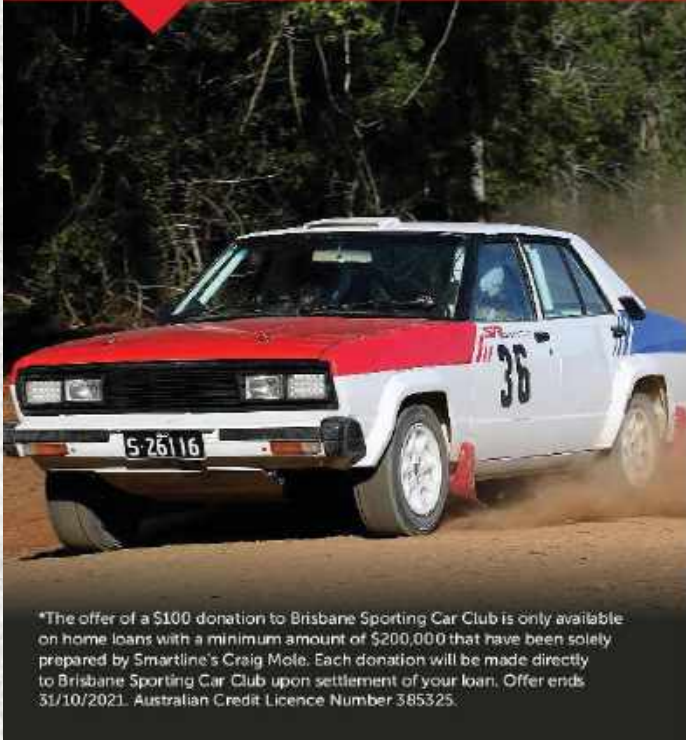
- Easy to use with bright LED display
- Compact size (130mm X 80mm X 25mm) and light weight (200 grams)
- Works off GPS (use with 2 Wheel Probes or 1 Gearbox Probe as back-up)
- GPS calibration - automatic
- Total & Interval distance display
- In addition to competition use also ideal for reconnaissance, 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



Support Brisbane Sporting Car Club and get the right loan



*The offer of a \$100 donation to Brisbane Sporting Car Club is only available on home loans with a minimum amount of \$200,000 that have been solely prepared by Smartline's Craig Mole. Each donation will be made directly to Brisbane Sporting Car Club upon settlement of your loan. Offer ends 31/10/2021. Australian Credit Licence Number 385325.

Whether you're looking for a home loan or refinancing, take advantage of our knowledge and experience to save yourself time, legwork, stress and money. For every loan settled through this partnership, Craig will donate \$100 to Brisbane Sporting Car Club to assist with fundraising efforts. This offer is available to friends and family, just mention this flyer when applying.

- We'll find you the right loan from dozens of lenders.
- Leave the negotiations, paperwork and details to us.
- Guiding & educating you in every aspect of home loans.

Call Craig today for expert mortgage advice and service

Craig Mole

m 0439 895 885
e cmole@smartline.com.au
w smartline.com.au/cmole



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



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

 <p>Mick McMillan</p> <p>☎ 0413 848 440 📠 07 3908 1111 📠 07 3908 1112 ✉ mick@ardevelopments.com.au</p> <p>Office: Unit 4 / 227 Fleming Rd. Hemmant, Qld 4174</p> <p>Postal: PO Box 2214, Tingalpa, Qld 4173</p>	  <p>Peter Millear</p> <p>Specialist dyno tuning, 2WD & 4WD Carburettor, EFI and LPG.</p> <p>15 Drummond Drive, Gympie QLD M: 0403 188 611 P: 07 5482 7877</p> 
---	---

 <p>All Auto Electric Solutions</p> <p>ABN 1424 3098 752</p> <p>George Brischetto</p> <p>0413 043 082 george.brischetto@gmail.com</p>	 <p>ACWORTH recruitment</p> <p><i>"finders keepers"</i></p> <p>🌐 www.acworthrecruitment.com.au ✉ finders@acworthrecruitment.com.au 📞 +61 411 278 281</p> <p><i>"If you can't find what you're looking for drop us a line"</i></p>
--	---



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

Brisbane Sporting Car Club

Honorary Board

President..... Dominic Corkeron

Vice President.....TBA

Secretary..... Judy Foster

Treasurer..... Rod Sams

Board Member.....Barry Neuendorff, Rod Sams, Tony Kabel,

John Coleman, Tristan Carrigan, Gerard McConkey, Malcolm Bartolo

Motorsport Australia Delegate.....Gerard McConkey

Magazine Editor.....Margot Knowles

Membership Officer..... Margaret Mackay (0412 553 186)

Social Media.....Peter Flynn

Immediate Past President... Paul Woodward

THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB LTD

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

Phone: (07) 3267 7647

Email- Club: info@bscc.asn.au

Magazine: info@bscc.asn.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:

Tyrone Cracker – Member No: 6107

Kerrin Greenalsh – Member No: 6108

Jason Maule – Member No: 6109

Old Member Re-joining:

Ken Stephen – Member No: 4192



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.asn.au/resources/bscc-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.