

BRISPORT

MAGAZINE

APRIL
TWENTY TWENTY TWO

HENRY'S ARC DEBUT IN NATION'S CAPITAL

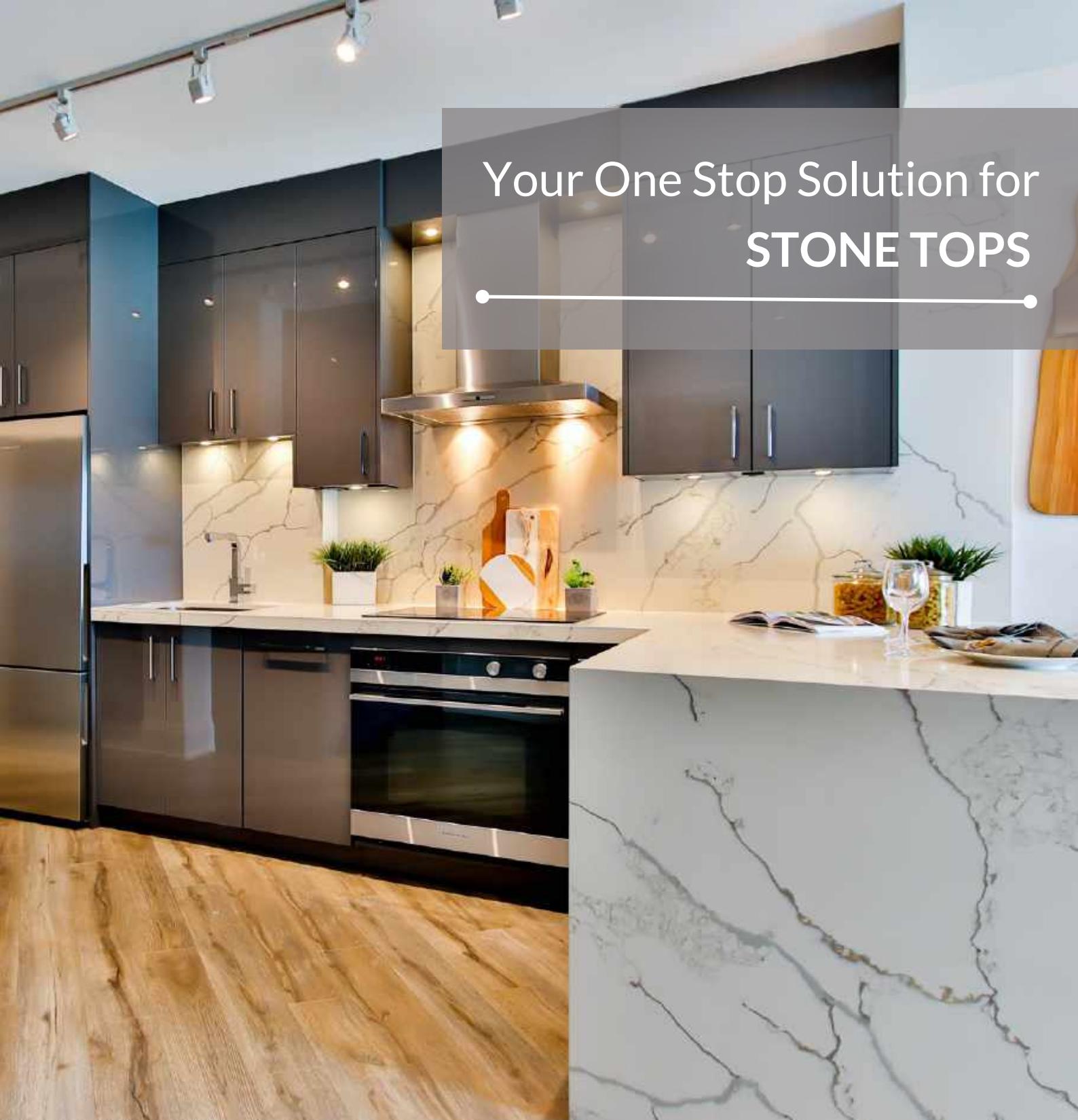
OFFICIAL PROFILE:
JUDY FOSTER /

KEITH KEY INGREDIENT
FOR RALLY SERIES /

PRESTIGIOUS AWARD
BESTOWED ONTO BARRY /

THOMAS READY TO ROLL
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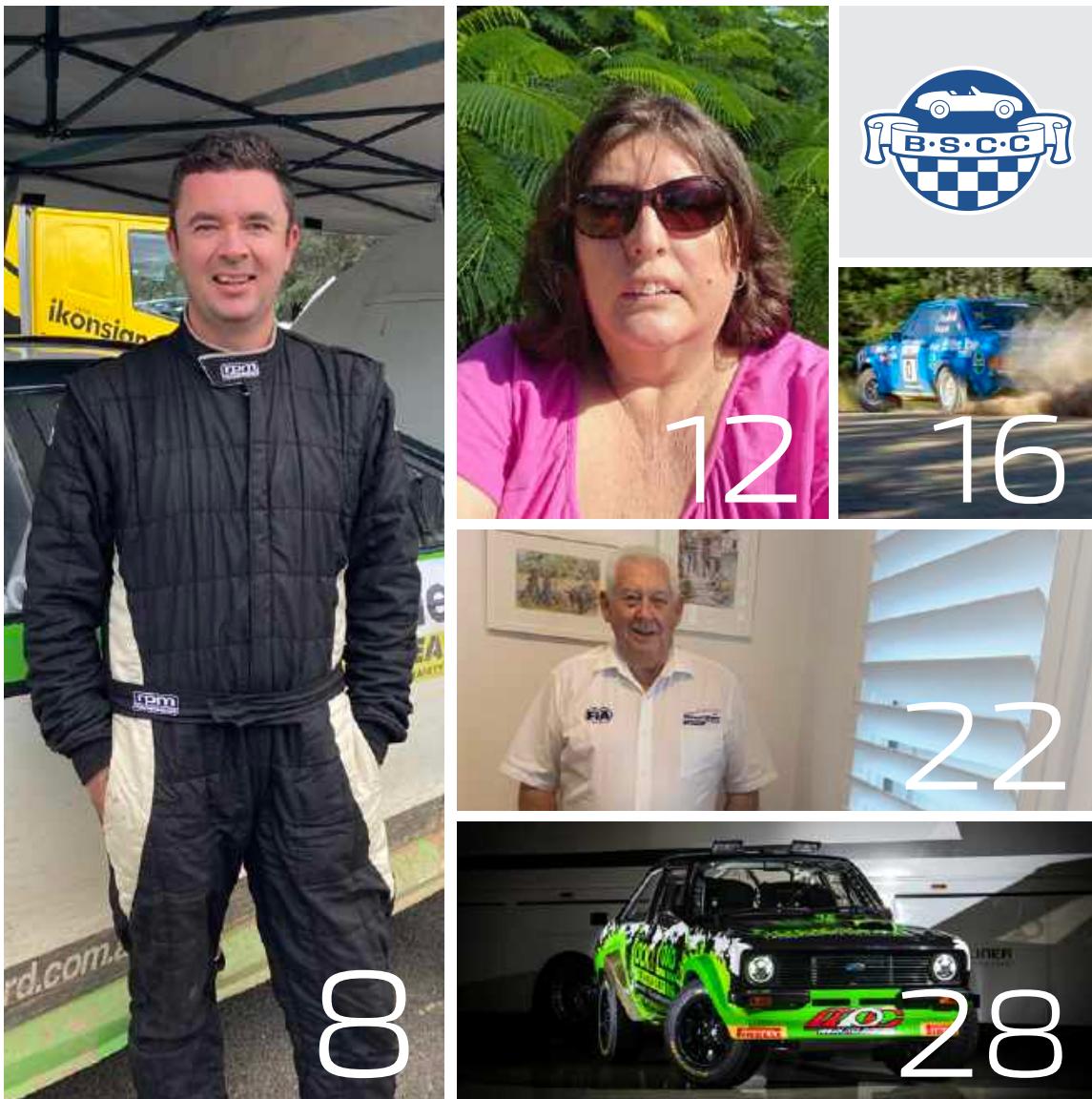
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PHOTO: WISHART MEDIA

DOMINIC CORKERON
PRESIDENT, BRISBANE SPORTING
CAR CLUB

From the Pres

Hi everyone.

Firstly, thank you for all the overwhelming positive response to the new format of *BRISPORT*. It has taken a big effort to get the magazine to this point and the energy of your feedback fuels us to continue to improve.

I think it's safe to say all of us have not had the start to the year we had planned. The rains and floods in the south-east of Queensland and Northern Rivers region of New South Wales experienced had a devastating impact. The daily sight of rain and flooding was mind boggling and the resultant damage witnessed when waters receded was heartbreakingly tragic.

On the rally side of our world, it caused the club to place a pause on the calendar until the state of the roads we use can be assessed. At the time of writing, we are still not allowed into the forests to survey.

However, we are doing all we can so we can perform that task as soon as permission is granted. Just so you are all up to date, the road books and set-up notes for all

events up until June were, bar from a few minor adjustments, complete. This does not mean though we can jump straight back into the forests and resume competition.

The road books and set-up notes, while a big job, are not the only matters we need to manage as beyond Motorsport Australia, there are forestry managers, police and local councils with whom we work to stage our events.

Staging rallies has become a mammoth logistical exercise and time is tight. We have good people on side so please be patient as your club's representatives work to make what we can out of the calendar, as we want to be running rallies as much as you want to be competing or helping out as event officials.

On brighter news, just because the BSCC hasn't been able to stage events, it doesn't mean everyone in the club has been sitting still. By the time you read this, the first round of the RSEA Safety Motorsport Australia Rally Championship (Netier National Capital Rally) has been run so turn to [page 8](#) for an

update there. BSCC members competing in the Australian Rally Championship event include John McCarthy, Anthony McLoughlin, Cameron Henry and Erik Johnsson, Ryan Preston, Cahal Carey, Claire Buccini and Ian Griffin. Also making the trek to the capital to test themselves against the nation's best are Michael Bailey, Rod Reid and Ray Priest.

The first round of the BFGoodrich Motorsport Australia Off Road Racing Championship, the Cobb & Co Hotel St George 399 ran over the weekend of 19-20 March. BSCC members running there included Tait Svenson, Colin Desbrow, Greg Gualandi and Matt Simpson, Gary Taylor and Tyron Craker. A quick glance at the results shows Gary Taylor and Tyron Craker finished 25th outright and 16th in SxS Pro, Greg Gualandi and Matt Simpson came home 64th outright and 20th SxS Pro, Colin Desbrow 83rd outright and 11th in Extreme 2WD and Tait Svenson 87th and sixth in Prolite Buggy.

Not to be outdone in the gravel adventure stakes, Kerry Finn and Tony Quinn competed in the last Classic Outback Trial which started in Parkes on 27 March and finished

in Bathurst on 2 April. Jim Reddiex, Barry Nueundorff, Craig Porter and Simon Knowles have also been seen in an official capacity.

Turning to tarmac, Targa High Country in popular Mount Buller had a host of BSCC members having a red hot go. Leading the pack was Tony Quinn who finished fifth

outright and third in GTO closely followed by Mark Griffith and Neil Woolley in 10th outright and first in GT Production. Also in GT Production Anthony McLoughlin called the corners to a finish of 16th outright and third in class and Wayne Lamont and Errol Rosenblatt came home 10th in class and 46th overall. In Early Modern the Buccini's finished 15th outright and first in Early Modern 2WD.

It's great to see BSCC members venturing to all parts of the country to compete and seeing so many of these at the pointy end of such big events.

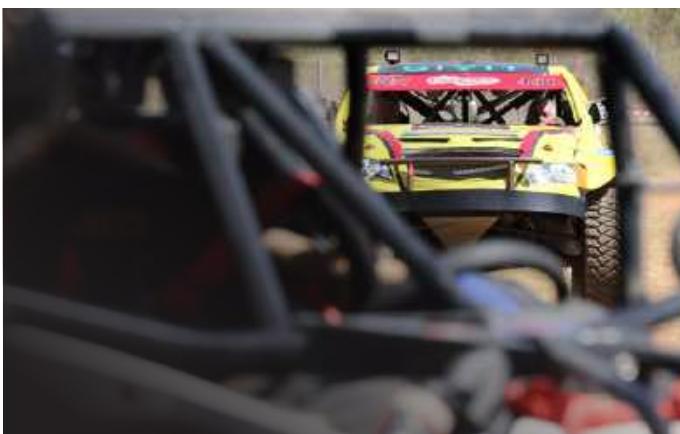
A few days after you read this, we will be conducting our Annual General Meeting. Members will be able to attend in person in the Clubrooms and via a Zoom Link on Wednesday 13 April from 7:30pm.

"It's great to see BSCC members venturing to all parts of the country to compete and seeing so many of these at the pointy end of such big events"



THE COBB & CO HOTEL ST GEORGE 399
(Clockwise from Top Left):
Gary Taylor and Tyron Craker, Tait Svenson,
Greg Gualandi and Matt Simpson, Colin Desbrow

PHOTOS: TERRY HILL PHOTOGRAPHY





We will be delivering the end of year reports and electing the board and office bearers for the upcoming year. It would be great if you are able to attend in person as there are currently no density limits on indoor venues. In addition to the formalities at the AGM, we will be presenting our annual club awards.

Also, the club is chasing a new Membership Officer. This is an important role within the club and one which has been filled by Margaret Mackay.

Margaret feels now the time is right to pass the baton to another, so she is resigning from that role but is making herself available to assist the incoming MO. If this is something which you feel you can do to help out the club, please be in touch with myself or Judy Foster.

Last month, I reported on the successful Fun Run. Good news everyone - we are doing another. Laurie Garth has put his nose to the grindstone and his navigational hat is firmly back in place to expand the concept while still in keeping with the fun and social aspect these events strive to provide. More information on time and starting point will be available soon. If its anything like the last one, it will be a good day so as soon as we have the date, mark it in your calendar.

That's all for this edition folks. It has been a disappointing time for local rallying but a scan around the club still shows BSCC members are out and about and doing great things.

Cheers,

Dom.

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Chatting with Cameron

The 2022 RSEA Safety Motorsport Australia Rally Championship (ARC) season kicked off at the start of April with the Netier National Capital Rally.

A number of Brisbane Sporting Car Club members were in Canberra for the season opener, including ARC debutant Cameron Henry.

Behind the wheel of the 2015 Subaru WRX Sti and driving alongside fellow BSCC member Erik Johnsson, the duo endured a tough initiation to the national championship – returning to the service park early after an incident during Saturday’s action.

However on Sunday, they recovered nicely and enjoyed some good results with a number of top 20 stage finishes.

Following the round, *BRISPORT* caught up with Henry to discuss his event as well as his time in the BSCC, which has been more than six years.

BRISPORT: So Cameron, tell us how your weekend shaped up?

Cameron Henry: On Saturday, we had a DNF when we slipped off on the road in the wet, but we managed to get to service and re-join for Sunday, which went really well.

The roads on Sunday were much drier than the Saturday, so it felt very similar to Queensland – a little rough, and fast and flowing through the forest. We kind of felt at home.



Because of that, I could just focus more on learning the new car and learning to drive all over again. It was all about keeping it neat, keeping it clean and not putting the car off.

B: And you had some help from fellow members during the event too?

CH: Absolutely - There were a fair few members from the BSCC down here this weekend and if it wasn't for them, we probably wouldn't have been able to compete.

I needed every one of them. From getting tools from other teams, to having a pool of people to help get the car back ready for today. I am very grateful.

B: So apart from that moment, did you enjoy your ARC debut?

CH: Yep - I loved being in the ARC for the first time. It was so good to see so many big

teams and so many young guys sticking it to the regular guys up the front.

It was also really good to see how much publicity the event was getting and all the social media content bringing rally back in the spotlight.

B: Going back to the BSCC, how have you found being part of the club?

CH: I have really enjoyed it. They are really involved in off road and rally, but tend to focus more on rally, which is great.

Been there for six years, which has flown by - we started off with doing KCF rounds in a Datsun 1600, before working my way up to a 1999 WRX and now to this 2015 weapon of a car.

Hopefully this weather disappears and the club can run more events.

"It was all about keeping it neat, keeping it clean and not putting the car off"



PHOTO: EPIC SPORTS PHOTOGRAPHY



B: And how have you found your development through the club?

CH: The grassroots stuff, the KCF Rallysprint rounds, the novice round and the Queensland Championship, you just learn so much.

What I have learnt during that time is a lot of rally is about preparation. So leading up to the event, you need to make sure the car is right and that you have everything down pat for when you service, as well as your notes in the car and other basic stuff before you get to a big event.

That's important so you don't have to think about it when you arrive and you can just kick on and focus on taking on the roads.

B: Finally, what's next for Cameron Henry?

CH: This year we're hopeful of going to as many ARC rounds as we can - We would like to continue competing in the ARC.

However we will have to wait and see how it goes weatherwise, along with COVID and all the restrictions. Canberra has been a really big learning curve and we're excited.



PHOTOS: EPIC SPORTS PHOTOGRAPHY



The logo for AeroFast Industrial Fasteners features the company name in a large, bold, sans-serif font. The letter 'A' in 'AERO' and the letter 'F' in 'FAST' are stylized to look like screws or bolts. A red horizontal bar runs across the middle of the letters. Below the main name, the words 'Industrial Fasteners' are written in a smaller, lighter font. The background of the logo is filled with various types of industrial fasteners, including screws, bolts, and nuts, arranged in a grid-like pattern.

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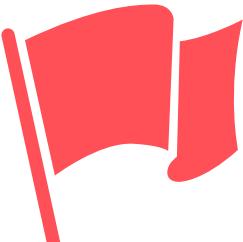
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There's more to the Gympie region than you might imagine.

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Judy Foster

B S C C O F F I C I A L P R O F I L E

There are many individuals in the Brisbane Sporting Car Club who spend many hours working hard behind the scenes at many of the club's events.

One of those who constantly goes above and beyond is BSCC Club Secretary and an Event Secretary for most events in Judy Foster, and BRISPORT caught up with her to hear about her story.

BRISPORT: How did you get involved in motorsport?

Judy Foster: I first got involved in 1988 when I was with my now ex-husband. He had just done some big nav runs and wanted to get into rallying, so he built a rally car, and I navigated a few times, but it didn't work really well so I became a secretary.

I was secretary of a number of events over the years including the Queensland Rally Championship rounds in the Tweed Shire and club rallies at Beerburum. I was also a steward in Gallangowan for a number of years, doing at least three events a year.

I took a break from the sport when I split with my husband until my youngest son Phillip Casper got a car and started rallying.

I was working lots back then, but went to as many events as I could as a concerned mum.

B: What made you decide to be an official and join the Brisbane Sporting Car Club?

JF: After I became really sick and stopped working, I was bored at home and started as an official. My first event back was six weeks after I had a kidney transplant, and it was as a start official with Barry Farrell at Manumbar. That led me to getting to know Margaret Mackay really well before being asked to become a secretary.

B: What appealed about being an event secretary?

JF: I can do the work from home and really get to know all of the competitors and some of the officials for the events. I have been organising events all my life and I really enjoy it – doing events like car rallies to golf days.

B: You are highly regarded amongst the club as an event secretary – what skill is required to make sure events run smoothly?

Being able to communicate to people what you want or need is highly important. For example, you need to be able to speak with councils and police when you need



"I have been organising events all my life and I really enjoy it"

permits and LONO's and getting them in the time frames that you need them.

In the digital era, it is getting harder and you need to be able to use many avenues of contacting people. Some are old school and you have to ring, others will read emails, while I even have people whom I have had to contact on Facebook Messenger.

But basically, being able to communicate in different ways is key to helping the rally succeed.

B: What have been some of your highlights over the years?

JF: One of my highlights was at the end of the club rally in Benarkin last year where I was nicely acknowledged, and it gave me a good feeling at the end of what had been a long event for me.

B: Is there anyone who has helped you over the years?

JF: There are many of course, but two in particular.

Craig Porter, who I think I have known for over 30 years and helped me in the early days to become a Clerk of Course

And Margaret Mackay, who I haven't known for long but is a walking encyclopedia and always ready to help when I ask.

B: What does the future in motorsport hold for you?

JF: I will keep doing what I am doing. I am also secretary of the club and being on the board, I hope to help foster Brisbane Sporting Car Club to bigger and better things.



2022 AGM confirmed

The details for the 2022 Brisbane Sporting Car Club Limited Annual General Meeting has been confirmed, with the event to take place on Wednesday 13 April.

Scheduled to be held at the BSCC clubrooms in Banyo, members are encouraged to attend the event to stay updated with all the happenings of the club, as well as vote in the 2022 elections.

There will be five pieces of business throughout the evening with the major two being the observation of the club's Financial Statements and the elections for a variety of roles on the Board, including President, Vice-President, Secretary, Treasurer, Assistant Treasurer and Club Captain.

The other points to be discussed during the meeting will be to consider and adopt any other resolutions, the appointment of an Auditor and the consideration of any special business.

Members unable to attend in person can still tune in online with a link to provide in the lead up to the event.

For those members unable to attend, yet still want to contribute to the election votes, they can do so by appointing a proxy in their place with the individual having to be in possession of either Life or Ordinary membership status.

To receive a proxy form, contact the Administration Officer via 0412 553 186 and via email - info@bscc.asn.au.

"This is the perfect opportunity to contribute to the club in one way or another"

Current Club President Dominic Corkeron encouraged all members to attend the event.

"Nights like this are very important for the club and its stability," Corkeron said.

"We have many members in our club and every single one of them should have their voices heard, so this is the perfect opportunity to contribute to the club in one way or another and I highly recommend members attend if possible."

The Brisbane Sporting Car Club Limited Annual General Meeting takes place at the BSCC clubrooms in Banyo from 7:30pm on Wednesday 13 April.

Click here for more info on the upcoming AGM

bscc.asn.au/events



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PHOTO: CH IMAGES

Keith key ingredient for rally series

They often say that the rally community has the strongest camaraderie amongst people in motorsport, and that's why those involved stay involved for a long time.

Keith Fackrell is one of those passionate people with rally rooted deep into his veins since he first attended an event almost five decades ago.

The 64-year-old has contributed enormously to the sport in that time – having been both a competitor and an official almost every year since before he was licensed to drive.

Being a motorsport fan with an engineering background, it was only fitting that Keith ended up a scrutineer,

however it wasn't until the 1990's he was truly able to fuel his passion and help build the sport in Queensland.

Keith founded KCF Rallysport in 1984 and has been providing race and rally car preparation services ever since. Over time, he wanted to become more involved with developing the sport and the popular short course format was the perfect fit.

The main goal for both Keith and the BSCC was for the series to give individuals a chance to gain more rally experience on more challenging stages than grassroots events, but in a more relaxed environment than a QRC or ARC event.



PHOTO: CH IMAGES



"I wanted a series that would build the relationship between driver and co-driver and help communication and the trust between the two"

Having sponsored the event every year since 1996, Keith revealed there was an ulterior motive to supporting the series for so long.

"I have been involved in rallying for many years and when I was younger, I felt there was a need to help crews work together as the three key ingredients in rally are the car, driver and co-driver," Keith said.

"When we started doing the KCF Rallysport Shortcourse Rallies, I requested the events be conducted in Jimna due to their challenging and technical nature.

"I wanted a series that would build the relationship between driver and co-driver and help communication and the trust between the two - because realistically you need to feel at ease with each other. Offering the option to write and use pace notes was an added bonus."

"I also felt it was important to have a series that was affordable for crews to have time to build that trust, as well test the car before heading into ARC or QRC rounds themselves."

The series has evolved over the years but the primary elements remain, making these events some of the most popular rallies in Queensland for competitors, officials and spectators.

Unfortunately, the chaotic weather in over the past few months has meant the first and second rounds for 2022 are currently postponed with the hope the third round planned for 18 June may run.

Despite the weather induced uncertainty surrounding many events, Keith has committed to sponsoring the series he was proud to have built.

"I am pretty proud of what the series has achieved since it was first set up all those years ago," Keith added.

"The entries have always been really strong and I am pleased the teams see value and continue to support these events.

"The BSCC has always seen value in these events which is fantastic and I have enjoyed working alongside the club.

"Over the past 26 years I have been happy to sponsor the series. I have always been ready and waiting and I will continue to support these events for many years to come."

Click here to discover more about KCF Rallysport

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PHOTO: CH IMAGES

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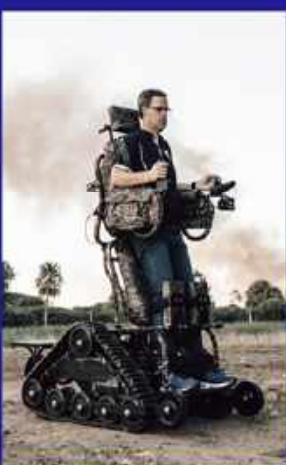
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2022 Motorsport Calendar

Roo Systems Australia Rally of the South Burnett

QRC 1: 26/03

(Nanango / Manumbar)

KCF Rallysport Short Course Series Round 1 – 30/04

(Benarkin)

KCF Rallysport Short Course Series Round 2 – 21/05

(Location TBA)

KCF Rallysport Short Course Series Round 3 – 18/06

(Benarkin)

Accent Benchtops Rally Queensland

ARC 4 / QRC 2 – 22, 23, 24/07

(Gympie)

Globe Roamer III Imbil Rally

QRC 3 / ECCRS 7 – 10/09

(Imbil)

BSCC Off Road Event – 12,13/11

(Location TBA)

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"I hold the Ann Thompson Trophy in very high regard and to be a recipient of her perpetual trophy for 2021 makes me very proud"

Prestigious award bestowed onto Barry

February saw Motorsport Australia hold its state award celebrations and long-time Brisbane Sporting Car Club member Barry Neuendorff was honoured during the virtual Queensland awards, presented by Shannons.

Held via Motorsport Australia's social media channels, Neuendorff was one of many to receive awards throughout the presentation after being named as the 2021 Ann Thomson Trophy recipient.

Named in honour of the late Ann Thomson, who dedicated her life to the sport for more than six decades. The award is given to an individual every year for their outstanding contribution to the sport.

Having been involved in the sport for a long time himself, Neuendorff was a deserving recipient of the award after what was a busy 2021 – his most notable work being as the Clerk of Course at the famous Tatts Finke Desert Race.

Despite being called upon at such short notice, Neuendorff put in an outstanding effort and utilised all his experience in dealing with crisis management when a spectator was killed during the event.

While he was rewarded for his efforts at Alice Springs, Neuendorff was also recognised due to his many years as an experienced Steward, as well as having a significant involvement with many other rally and off road events, most of which is as Clerk of Course.

After receiving his award, the long-serving Motorsport Australia official was thrilled to have been recognised.

"I was surprised and over the moon to have won this award this year," Neuendorff said.

"I was very honoured and grateful and was in no way expecting recognition for my time and effort put into motorsport.

"I hold the Ann Thomson Trophy in very high regard and to be a recipient of her perpetual trophy for 2021 makes me very proud.

"I understand the Queensland State Council Executive was the Nominator and I would like to thank them publicly for recognizing my input into motorsport which led them to my nomination."

Brisbane Sporting Car Club President Dominic Corkeron congratulated Neuendorff for his award.

"To have a BSCC member honoured at the Queensland State Awards is fantastic feat and Barry is more than deserving recipient of an award – especially one with the stature of the Ann Thomson Trophy," Corkeron said.

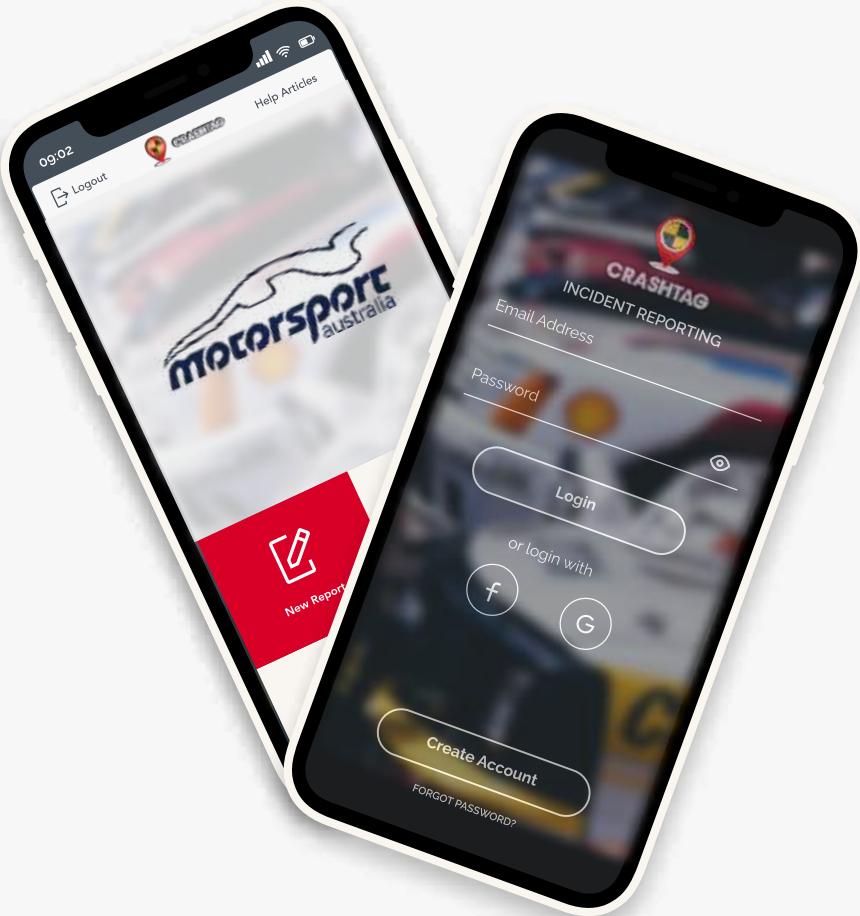
"Barry is a gentleman of the sport and has contributed so much over so many years and on behalf of everyone at the BSCC, I congratulate him for this honour.

"He is a fantastic ambassador for this club and the sport in general and it's truly wonderful seeing him recognised."



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BSCC Members at the 2021 Queensland Rally Championship Awards

BSCC members were very active in 2021. Here is a run-down on how BSCC members fared in the 2021 Queensland Rally Championship.

Queensland Rally Championship 2WD Champions

Driver: Andrew Carrigan
Co-Driver: Neill Woolley

Queensland Rally Championship Junior Champions

Co-Driver: Alex Cherry

Queensland Clubman Rally Series

Driver: Matt Davidson
Co-Driver: Amy Davidson

Queensland Novice Series

Driver: Paul Jansen

Queensland Rally Championship Class Winners

P4
Driver: Andrew Carrigan
Co-Driver: Neill Woolley

P3
Driver: Justin Northage
Co-Driver: Scott Muhling

Club
Driver: John Black
Co-Driver: Chris Black



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FIA issue Pre-event safety checklist

The FIA has released a new checklist for drivers and co-drivers for pre-event checks before competing in any practice, race sessions or rally stages.

Included in the checklist are the use of balaclavas, helmet visors/straps, frontal head restraints and harnesses.



- ▲ System armed – ready to be used
- ▶ System with safety pin - not ready to be used



pre-event checklist

1. Fire extinguisher system

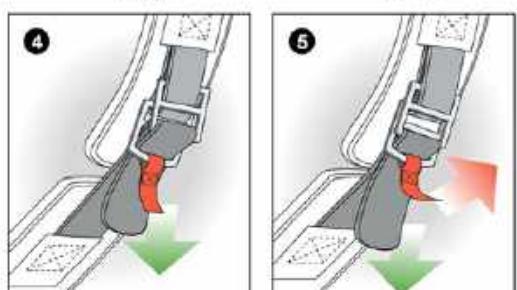
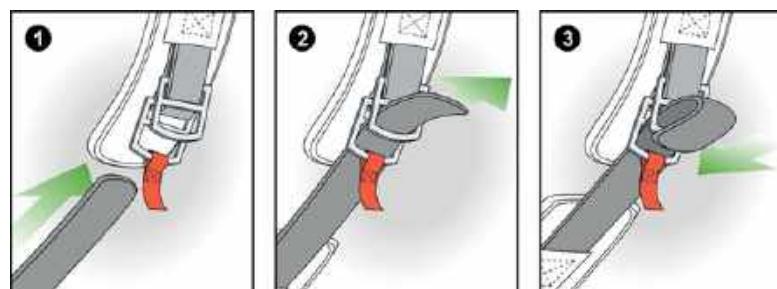
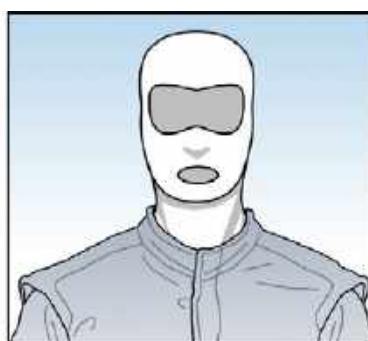
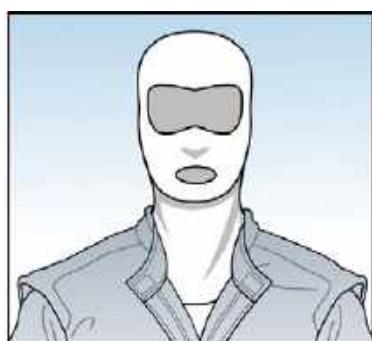
Before taking part in any on-track session competitors must:

Arm the plumbed-in fire extinguisher system in case of electrical activation.

Remove the Fire Extinguisher Safety Pin from the plumbed-in fire extinguisher system and handheld fire extinguisher before they enter a special stage or circuit.

2. Balaclava under the overall

The neck, wrists and ankles should always be covered by at least two pieces of protective clothing. Competitors must ensure the fireproof balaclava must be tucked under the racing suit overalls to avoid direct contact with flames on the driver's skin, and that the garments are not too tight as this reduces the level of protection.



3. Tighten the helmet strap

It is important that the helmet chinstrap is properly routed and tightened at all times. The main protection that FIA Homologated helmets deliver is to the head and neck and this is only achievable if the helmet is properly tightened. If this is not the case it may come off the head during an accident and stop the safety applications working correctly.

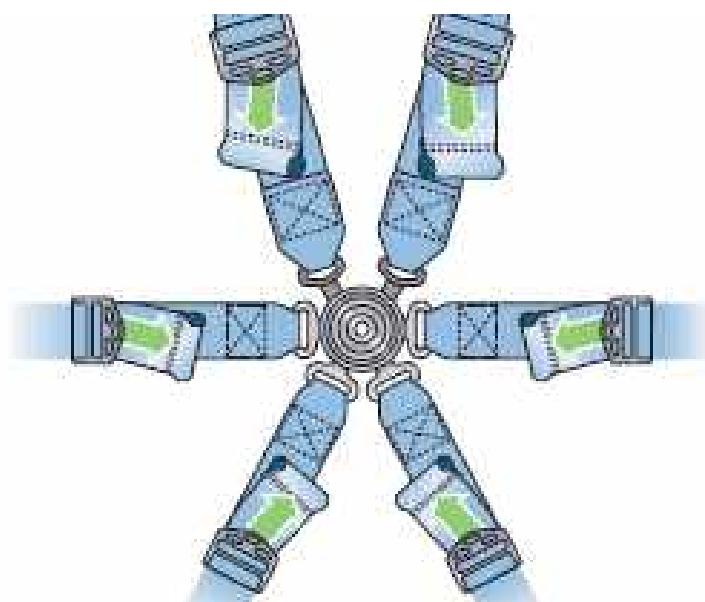
4. Full face helmet visor

It is important to ensure the helmet visor remains properly closed and locked at all times to avoid the visor opening during an impact and the driver's face being exposed to debris/flames.



5. Connect the Frontal Head Restraint Device Tether to the Helmet

A Frontal Head Restraint (FHR) restrains the driver's head during a frontal or angled-frontal impact, reducing the loads to the head and neck. To enable the FHR to work efficiently, the FHR tether must be connected to the anchorage points using the clips on both sides of the helmet at all times.



6. Ensure that the FHR device is positioned under the harness shoulder straps

It is very important that the harness shoulder straps are over the FHR device to enable it to provide the correct protection. Below is a diagram for showing best practice for this installation.

7. Tighten the belts

All straps of the safety harness must be connected properly to provide optimum protection in an impact. Studies performed by the FIA Safety Department have demonstrated that safety harness tension is important to reduce the risk of serious injuries and for the correct functioning of the Frontal Head Restraint (FHR) device.

More information about these checks can be found here.

fia.com/regulation



Thomas ready to roll with revamped Escort

In motorsport, there are thousands of cars – all of which have plenty of stories to tell. Cars across a range of disciplines with different ages, colours, shapes and sizes.

And while most are impressive for their respective reasons, sometimes, out of the blue, there are those special ones that jump out at you.

BSCC member Phil Thomas is the proud owner of one of those cars – one that stands out above the rest.

His 1975 Ford MK2 Escort, is one with an inspirational story – one that was on

the brink of death but rejuvenated and given a new lease on life by Thomas and the team at Lock and Load Transport.

Before coming into Thomas' possession, the car itself had a rich and successful history since its construction almost 50 years ago – the most recent owner of a long line of owners being Victorian Rally Championship star Luke Sytema.

Under Sytema's stewardship, the car was at its peak with podiums in the outright state championship a regular occurrence and titles in the Victorian Club Rally Series.

Then ahead of the 2019 motorsport season, Thomas purchased the car off Sytema in the hopes of replicating the Victorian's success in Queensland.

And that journey began exactly as he would have hoped for with a number of victories coming in club and state autocrosses.

Following on from his strong start, the Lock and Load Transport team decided it would be a good opportunity to put the car through the ultimate test and entered it into the famous 2019 Alpine Rally with experienced GT driver Lee Partridge to pilot the car.

A complete overhaul of the car was completed in readiness of the event, giving Partridge every chance to produce a good result but unfortunately fate reared its ugly head at the event.

A simple mistake from Partridge saw him involved in a major crash that completely destroyed the car and left him and his co-driver Michael Partridge hurt.

While the duo walked away with no significant injury, the car was effectively finished with the "A" pillar on the left side pushed back from 30mm to 40mm.

Despite its state and the easy decision to call it quits, in early 2020, the team chose to save the car and do everything they could to rebuild it back to its former glory.

After two days on the operating rack, the car had been salvaged and hope was suddenly reinstated back within the team - but then COVID arrived on Australian shores.

As a result, the car's rebuild was put on hold for 12 months, giving the team more time to deliberate on the car's direction.

Fast forward through 2021 where more than \$200k was poured into the rebuild of the car, it almost looks and feels as good as new.

"It's been a rocky few years, but I am really pleased to see how far the car has come after that major incident in 2019," Thomas said.

"When we initially purchased it, we wanted to build the highest spec MK2 Escort but with an Australian twist - things like a Hollinger Sequential and Using MoTec ECU and PDM.

"We're really proud because I think we're close to achieving that goal. We have been having some really productive testing sessions over the past month - having completed a few hundred kilometres.



"During testing, we have been working through suspension setup, launch control setup and a host of other minor issues like moving the seat."

"It has been a simple process because we have all the setup data from our other MK2 Escort which has been a very successful car having won three Championships and events outright in the past five years."

With the car almost ready to compete and Australia on the verge of normality after two difficult years, Thomas and the Lock and Load Transport team are planning big things.

"Going forward, we are just finishing off a few details and minor changes after testing and plan to present the car for logbook scrutineering and Queensland registration in the next few weeks," Thomas added.

"Once this is done, we will be doing as many blind rallies as possible in preparation for this

year's centennial edition of the Alpine, which is sponsored by Lock and Load Transport.

"It's very exciting, but of course, when you build a car like this, there is a lot of input from many people, and it couldn't have been possible without them."

"So, a big thanks to Lee Partridge, Lee Burley and Jong from Melbourne Performance Centre, Joe Wilson from Heritage Motorsport, Nathan from Hollinger, Torsten from GRP4 Fabrication, Frank Kelly from Kelly Motorsport, Julian

from Millington Engines, Phil Morison and Jake from Bendigo Boats and the Lock and Load Transport Team for its support.



The 1975 Ford MK2 Escort Specs

- **Engine:** Millington Diamond 2 + making 284 bhp at the wheels
- **Gearbox:** Hollinger sequential using pneumatic paddle gear shifter
- **Diff:** Atlas 5 link ultimate tarmac with 5:1 crown wheel and pinion
- MoTec ECU and PDM and dash read out
- Heritage Motorsport custom struts and shocks
- AP Brakes
- Cobra seats



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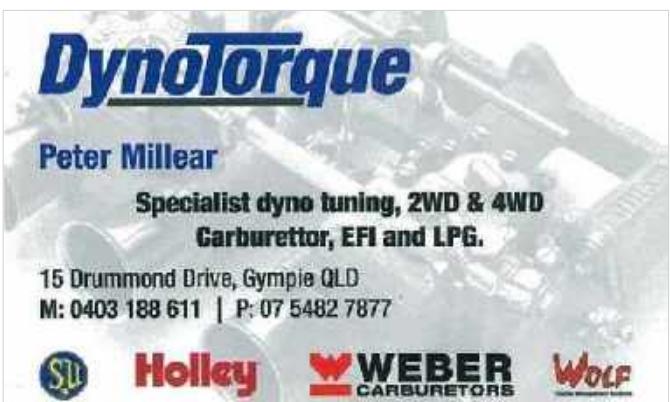


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New members

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

Declan McGee 5135
Liam Hinschen 5136
Steven Teese 5137
Dylan Cothill 5138
Kester Ward 5139
Jamie Henderson & Charlotte Nordell 5140

Luca Grinover 5141
Wessel Pieters 5142
Edward Barui 5143
David Beavis 5144



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