

BRISPORT

MAGAZINE

DECEMBER
TWENTY TWENTY TWO

ANTHONY M'CLOUGHLIN: AUSTRALIAN RALLY CHAMPION

STRONG SHOWING AT
THE LOCK AND LOAD
ALPINE RALLY /
BSCC OFFICIAL PROFILE:
CAMPBELL SMITH /
LONG LIVE THE
BEETLE OF '67 /





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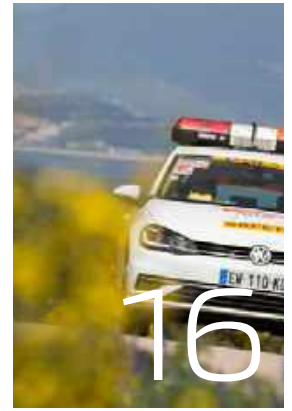
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DOMINIC CORKERON
PRESIDENT, BRISBANE SPORTING
CAR CLUB

From the Pres

Hi Everyone,

We have now reached the end of the calendar year and it's safe to say, it was a year which for many, was interrupted by weather. Our sport has been badly affected but we always look towards the positives for the BSCC. The best thing about this time of year is not only can we reflect on the year past but look ahead with hope for the year ahead.

Firstly, I need to inform you that this will be the last time I address you as President of the Brisbane Sporting Car Club Ltd. I have decided the time has come to pass the baton to another to take what we have achieved in the past few years into the future.

When I came into the presidency in October 2020, I had already been on the board for three years before.

My idea was to take what I have learned and set about taking the club into its next phase after my predecessors repaid debts on our building and loans, to see what we could do without those incumbrances tied around our necks.

Looking back, I can say with pride that we managed to achieve almost all of what I described to you in my first public address as president at the April 2021 Annual General Meeting.

Since then, we have passed the new club constitution, updated BRISPORT



PHOTO:CH IMAGES

to the online magazine you see today, extended BRISPORT's reach to more than 2,500 people every two months and with that, opened our doors to many with our club not yet BSCC members.

Event budgetary formats have been updated, and following the strong example of those previous, events are now even more efficient.

Our range of events has been expanded to between eight and ten each year and although we had no real opportunity to experience that in 2022, we plan to in 2023.

Part of that expansion was Accent Benchtops Rally Queensland which the club, Brian Everitt's team, Gympie Regional Council, Motorsport Australia media and our event partners, especially Glenn Brinkman, worked tirelessly to make it again one of the "must do" events on the national calendar.

We have just updated our IT systems in the club and we are in the process of working towards a new event communications

system and while our radios have provided good service in the past, we need also to look towards the future.

Today, we can look at a club with a strong financial position and club facilities which we own outright. Not many clubs can say that. However, there is one item we are finding more difficult each year to grow or even just replace.

Our senior organising people are becoming thinner in the ranks.

It is true that we all live busy lives, but the sheer truth is if we don't have our volunteer ranks turning over and rebuilding, we won't have events we so look forward to. Some of our organisers are in their 70's and we are getting to the stage where the best way we can thank them is to offer to step into their shoes.

If there is anything you can do, please raise your hand and come forward. It may be standing on a road closure but equally



PHOTO: GEARS AND WHEELS PHOTOGRAPHY

important is helping around the club itself. We still need to look after our equipment, our IT systems, our community engagements in media and our club partners.

A number of you were at Coffs Harbour for the Coffs Coast APRC/ARC round and a week after, were in the Gippsland region for the Alpine Rally. You can turn to pages XX and XX for rundown on our member's exploits at these events.

A summer rally is a great way to end the year, but we have our eyes set on 2023 with our pre-season Test & Tune scheduled for 25th February and the first round of the

Queensland Rally Championship scheduled for 25th March.

We then move to April, May and June for the Short Course series before our big one, Accent Benchtops Rally Queensland in July.

Imbil will continue with its early September date and we would like to run an Off Road event, but again we need volunteers to stage it. Some navigational runs are also in the works.

Rounding out next year is our planned 70th Anniversary of the Brisbane Sporting Car Club. Your board has planned a big

year and nature permitting, we can resume a full year of fun in the forests and dusty trails.

In closing, I would like to thank everyone who has supported me in my role as president of the BSCC. It has been an honour and a role I did not take lightly. Your feedback at events when we have met has lifted me and I hope to see you again in 2023.

'Til next time we meet.

Dom.



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Strong showing at the Lock and Load Alpine Rally

The Brisbane Sporting Car Club had a big presence at the most recent Lock and Load Alpine Rally of East Gippsland, with eight crews taking part in the centenary celebration of the famous event.

While we had no members take home any class or outright victories, there were plenty to finish the challenging rally and finish well – with Ryan Smart and Brad Jones the highest ranked crew of fifth outright.

There were two more cars to squeeze into the top 10, with Phil Thomas and Alex Gelsomino edging out Victorians Brendan Reeves and Kate Catford for eighth, while John and Chris Black rounded out the top 10.

Smart and Jones also managed to come away with a Class six podium, an honour shared by Mike Bailey and Ian Whitehead, who finished third in Class 1.

Although they didn't finish anywhere near where they would have to, Tristan

Carrigan and Neil Woolley were considered crowd favourites amongst the 100 plus crews – with the duo having been in contention for an outright podium in the early stages of the event.

Other crews to finish the rally included Keith Fackrell and Claire Buccini, who finished 26th outright, and Neil Taylor, who finished 58th outright with co-driver David Ambrose.

Just one BSCC crew was unable to finish the event – RSEA Safety Motorsport Australia Rally Championship (ARC) stars Tom Clarke and Ryan Preston out early due to mechanical dramas.

[Click here for full results](#)

alpinerrally.org.au



RYAN SMART / BRAD JONES
CAR 7
5TH OUTRIGHT
3RD CLASS 6



PHIL THOMAS / ALEX GELSOMINO
CAR 26
8TH OUTRIGHT
5TH CLASS 6



JOHN BLACK / CHRIS BLACK
CAR 32
10TH OUTRIGHT
7TH CLASS 6



KEITH FACKRELL / CLAIRE BUCCINI
CAR 54
54TH OUTRIGHT
3RD CLASS 1



MIKE BAILEY / IAN WHITEHEAD
CAR 64
54TH OUTRIGHT
3RD CLASS 1



NEIL TAYLOR / DAVID AMBROSE
CAR 105
58TH OUTRIGHT
14TH CLASS 5



PHOTO: ADRIAN TAYLOR

TRISTAN CARRIGAN / NEIL WOOLLEY
CAR 58
61ST OUTRIGHT
11TH CLASS 4



PHOTO: BRUCE KEYS

TOM CLARKE / RYAN PRESTON
CAR 19
DNF - MECHANICAL



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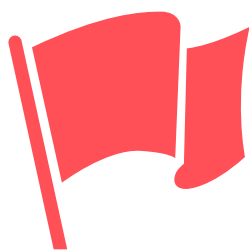
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CampbellSmith

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

BRISPORT chats with Campbell Smith, a BSCC Official who has been keeping spectators and competitors safe on the club and national stage.

BRISPORT: When did you become a fan of motorsport?

Campbell Smith: I have been a fan of motorsport since I first saw F1 racing in the early 1980, I really wanted to be an F1 driver as a kid, but my height quickly became an issue, so went rallying instead.

B: Tell us about how you became involved with motorsport.

CS: In the Christmas holidays after graduating grade 12, Stephen Kennedy bought his 504 and I sat beside him for a few years. I then drove a Toyota Corolla and a Datsun 1600, before running a E type jag with my father in Targa 93 and a Mitsubishi 300GT in Targa 2002. We then ran an HZ Monaro in the London Sydney Marathon Rally in 2004.

B: When did you join Brisbane Sporting Car Club?

CS: I originally joined BSCC in the early 1990's, when I was navigating in an old Peugeot 504 with Stephen.

B: Why do you take on role in Safety for the AORC?

CS: I originally took on the role of Course Checker solely for the St George George 399 to help out the SEQORRA club.

I enjoyed the challenge of the role before taking on the role for the full BFGoodrich Motorsport Australia Off Road Championship (AORC), because I see the challenge in improving on track safety for the competitors and spectators.

B: What does the role entail?

CS: My role as course checker has two main components - track safety for the competitors and spectator safety.

The course safety is driven by course markings and improving both the marking guidelines and protocols. We are trying to set a consistent standard of course marking for the AORC so competitors know what to expect at all the national level events.

With spectator safety, I make sure all official spectator points are set up to the guidelines Motorsport Australia has set. Most of the events I attend are very well controlled. F1 is always a challenge, but progress in spectator safety is made every year.

It been a challenge taking on this new role but I have really enjoyed it.



“It been a challenge taking on this new role but I have really enjoyed it”

B: What has been the highlight of your year so far?

CS: Kalgoorlie Desert race was my highlight. Great event, great track, great competition, great way to finish the season.

B: What's your plan for 2023?

CS: Plan for next year is to continue on in the course check role, while competing in some short course off road, little bit of circuit racing and some hill climbs.



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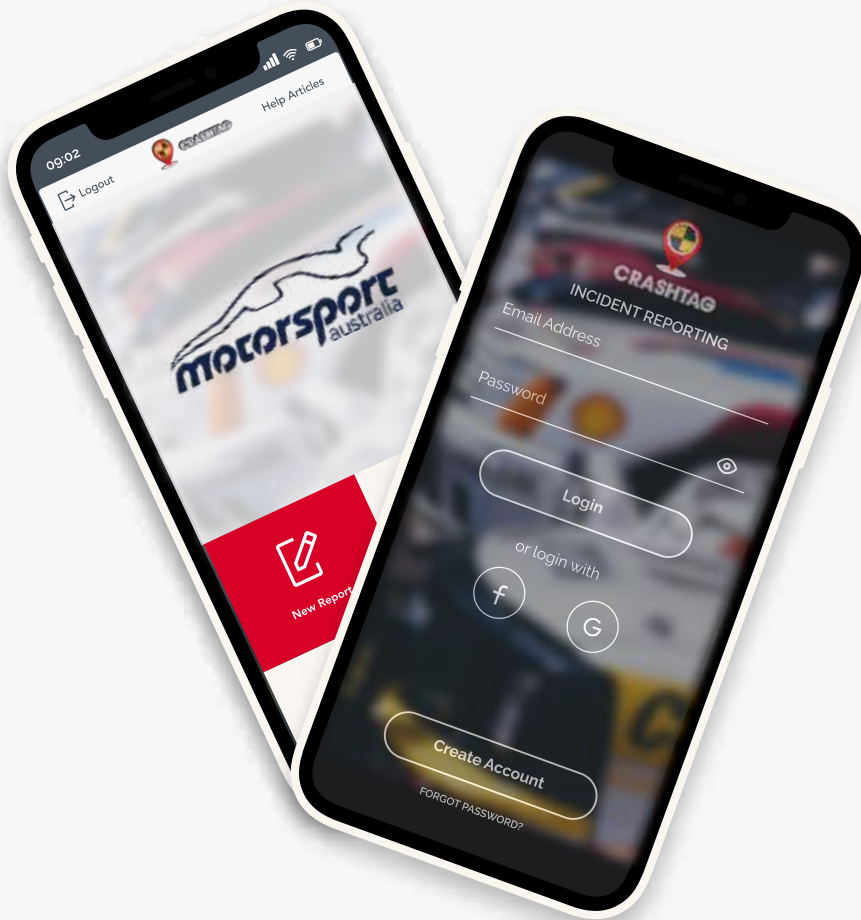
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FIA Safety Car Bulletin

The FIA recently released a safety bulletin about the worrying trend of official vehicles being involved in accidents when closing off the road for the stage.

Featuring in the bulletin were rules and regulations about running a safety car and the procedures that should be carefully undertaken when they are in use.

See below for the bulletin.

Members are encouraged to read Article 5.4.4 of Appendix H to the ISC and to Section 2 of the latest FIA Rally Safety Guidelines regarding Safety Cars and their duties.

The primary function of the Safety Cars is to check the route to ensure compliance with the safety plan and provide this information to Rally Control. It is advisable for all Safety Cars to be able to film each stage and for these videos to be retained by the event for future use.

Safety Cars must be driven at an appropriate speed that allows issues to be identified. At no time should a Safety Car be driven in a manner that puts the occupants, stage officials or members of the public at risk.

In order to have time to solve last-minute safety issues, we recommend using the timetable for running the Safety Caravan through each stage, and following the safety car golden rules.

SAFETY CAR GOLDEN RULES

1. All Safety Cars should be clearly identified, and all Safety Car crew members should also be clearly identifiable as Event Officials when they are out of their vehicles.
2. Where realistic all official Safety Cars and Sweeper Cars should complete the full route according to the road book and maintain a completed time card.
3. Each crew should have a means of communication with the other Safety Cars and with Rally Control/Clerk of the Course, ideally radios with a dedicated channel. A dedicated radio channel enables the Safety Car crews to have an uncluttered and direct line of communication as they work together to get the special stages up and running. Rally Control and the Stage Commanders need to have access to this dedicated channel so that overall event management and stage specific decisions can be made.
4. All Safety Cars should proceed through special stages at a speed suitable to the vehicle being driven and to the prevailing stage condition. At no time should a Safety Car be driven in a manner that puts the occupants, stage officials or members of the public at risk. This is the reason why 000 and 00 should be standard road cars.
5. Safety Cars should not be used to entertain sponsors or to give VIPs a chance to experience, or drive, the stage for marketing and publicity purposes;