

they have a vital role to play and as such their occupants are there to work.

6. Safety Car crew members should remember that marshals are volunteers and as such, be courteous to them at all times. It may be the case that marshals require reassurance and brief training on their duties.
7. Safety Cars should always keep to their pre-determined time schedule and ensure that they adapt this to compensate for any delays in the running of the event. The closer an event is kept to schedule, the safer it becomes.
8. The Safety Cars must be driven at an appropriate speed that allows issues to be identified and they must be prepared to stop and sort issues if required. It is essential that all crews have a "see it, sort it" attitude for anything they see pertaining to the rally.
9. All Safety Cars (excluding the Zero Car) should have roof lights, sirens and a Public Address (PA) system. The Zero Car may have these or warning lights if the vehicle is suitable, however, sirens are strongly recommended.
10. Safety Cars should normally only use road books and other printed information supplied by the event organisers. Pace notes should not be used.

## NOTE TO SAFETY CAR CREWS

During the event, an informal meeting should be held between loops of stages in order to discuss any issues that may have arisen and could be improved on for the second run.

Spectators should be prohibited from walking on the special stage 30 minutes before the time of the first competitive car by closing the start and finish of the stage.

This message needs to be reinforced by the Public Address (PA) system on the Safety Cars and with the support of the marshals.

The 00 car will be responsible for checking that no spectator is present on the stage.

To enable spectators to adapt to this new measure, it is recommended that the marshals give a prolonged blast on their whistle at the 30 minutes to first car time.

## INTERIM SAFETY CARS

A minimum of 1 additional spare car should be provided to assist the Safety Cars. This car can be inserted into the Safety Car Caravan to



PHOTO: ZED PHOTOGRAPHY

deploy additional marshals and equipment should they be needed on the stage.

Interim safety cars do not have to be competition prepared but they **MUST** have lights, sirens and a PA system which should be used to advise spectators that further cars are to follow.

It is important that provision is made for the crew of this interim Safety Car to engage with and manage any spectators and to confirm to Rally Control that the situation has been resolved.

## ZERO CAR

The Zero Car role is crucial, as it's the last car from the Safety Car Caravan to enter the stage before the first competing car. Whilst they get to travel at a higher speed than the other Safety Cars and to do so in a competition car, it is a very serious and important job. The crew has to monitor the work done by the previous Safety Cars, monitor the stage radio communications and be prepared to stop on the stage to solve any issues they may come across.

## ZERO CAR FUNCTIONS

- To run at 70/80% competitive speed
- To ensure that marshals are prepared for start lights, time cards, spectator zones
- To check for any spectator movement after the Safety Delegate and 00 Cars
- To communicate any concerns immediately to Rally Control
- To be able to stop to resolve any safety issue on stage
- To indicate to all concerned that the stage is now live

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ANTHONY  
**McLoughlin**

*Australian Rally Champion*



2022





**Brisbane Sporting Car Club member Anthony McLoughlin is the champion co-driver of Australia after he and Lewis Bates finished second in last month's Supercheap Auto Coffs Coast Rally.**

The duo entered the RSEA Safety Motorsport Australia Rally Championship (ARC) season finale with a solid lead over Toyota Gazoo Racing Australia teammates Harry Bates and John McCarthy, and sealed the deal when their title rivals crashed out on the final day.

Harry and McCarthy, the latter of whom is also a BSCC member, were leading the event until that point and with a chance of winning the title, only for the crash

As for Lewis and McLoughlin, their first ever maiden title was a just reward of the pressure they had piled on the 2019 ARC championship, with both driver and co-driver winning their first national round this year.

After an inconsistent start to the year, Lewis and McLoughlin won their first ARC round at The Middle of Everywhere Gippsland Rally, before going back-to-back at the Adelaide Hills Rally.

Their second win of the year put them ahead of Harry and McCarthy, who had won the opening three

rounds of the season, leading to an exciting finale on the Coffs Coast.

After the opening day of the final round, Harry and McCarthy were just ahead of Nathan Quinn and David Green, while Lewis and McLoughlin trailed in third - meaning the EROAD Power Stage would ultimately decide the championship.

### **Lewis and McLoughlin's road to #1**

- Round 1 - Netier National Capital Rally: 16th**
- Round 2 - Make Smoking History Forest Rally: 2nd**
- Round 3 - Shannons Rally Launceston: 3rd**
- Round 4 - The Middle of Everywhere Gippsland Rally: 1st**
- Round 5 - Adelaide Hills Rally: 1st**
- Round 6 - Supercheap Auto Coffs Coast Rally: 2nd**
- Overall Points: 474**



PHOTO: ZED PHOTOGRAPHY

However, Harry and McCarthy crashed on the third last stage – elevating Quinn to the lead of the event and taking all the pressure off Lewis and McLoughlin for the win.

The duo then capped off their championship-winning year with victory in the EROAD Power Stage, beating FIA Asia Pacific Rally Champions Hayden Paddon and John Kennard in the process.

For McLoughlin – it was a moment worth savouring.

“It has been a long journey,” McLoughlin said post-event.

“Starting in Canberra we were sitting there in the rain watching all the other cars go past because we slid off the road and I wouldn’t have thought then that today we would be standing on the top step as the national champions.

“It’s pretty special, Lewis and I have worked very hard and been really consistent all year, we have always been there in the fight, so I am just relieved and happy.

“The whole journey has been a highlight, coming away with our first heat win in Western Australia progressed to Gippsland and Adelaide with the win it’s all been pretty special.”

BSCC President Dom Corkeron congratulated Anthony on his victory.

“For the second consecutive full ARC season, we have a member of the club who was crowned champion of Australia and it’s a fantastic achievement,” Corkeron said.

“Anthony is highly deserving of the title as he and Lewis have shown plenty of promise together over the past few years. It’s great to see him and Lewis rewarded with a championship title after a few solid years now.

“On behalf of everyone at the BSCC, I would like to congratulate Anthony on his success and we look forward to seeing them defend the title next year.”

*“I wouldn’t have thought that today we would be standing on the top step as the national champions”*





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# BRISBANE SPORTING CAR CLUB LTD

## 2023 Calendar

**Test and Tune – 25/02**

(Jimna)

**Roo Systems Australia Rally of the South Burnett**

**QRC: 25/03**

(Nanango)

**Annual General Meeting**

**12/04**

**KCF Short Course Series Round 1 – 22/04**

(Benarkin)

**KCF Short Course Series Round 2 – 20/05**

(Location TBA)

**KCF Short Course Series Round 3 – 17/06**

(Benarkin)

**Accent Benchtops Rally Queensland**

**ARC / QRC – 21, 22, 23/07**

(Gympie)

**Imbil Rally**

**QRC / ECCRS – 11/09**

(Imbil)

**BSCC Off Road Event – 11,12/11**

(Location TBA)

**70<sup>th</sup> Anniversary Celebration BSCC**

**18/11**

(Location TBA)



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# Long live the Beetle of '67

**There have been plenty of iconic cars to grace Australian motorsport over the years – many of which are entrenched in the minds of car enthusiasts around the country.**

The 1976 Volkswagen Beetle of Brisbane Sporting Car Club member Sam Donovan is one of those cars with a rich history familiar to the most loyal of motorsport fans.

Originally prepared in the 1990s for Australian Rally Hall of Famer Barry Ferguson, the car went through a fruitful period that saw Ferguson claim a number of credible results.

Its first official event was the 1998 Playstation round of Australia Rally where Ferguson and co-driver managed to complete the highly challenging event inside the top 30.

Eight years later, the popular car would reappear at the famous Round Australia Rerun in 2006 and again, it was guided to another solid result

Unfortunately, the Beetle would be decommissioned shortly after the rally where it would sit idle for more than a decade until it was given the lease on new life in 2018.



The man responsible for its resurgence was Tim Donovan – a highly esteemed mechanic who had a history working for Volkswagen, as well as being an integral part of Volkswagen’s winning factory effort at the 1967 Southern Cross Rally.

Adding to the fact that Ferguson had entrusted Tim with the task of restoring the Beetle due to his vast experience, Tim and the rest of his Donovan was one with a deep love for rallying – especially within Queensland.

The family had been involved in the sport since the start of the 1980s as officials, while Tim himself had competed in and sponsored events on a regular basis throughout that time.

A passionate member of the rally community, Sam has gone on to be a successful photographer in the discipline and has been a big part of restoring the car, which he now runs.



“Rallying is a big part of our lives, so when Barry called my dad in 2018 and offered us the chance to give the Beetle another chance at life, it was something we were excited to undertake,” Sam said.

“We drove to Sydney, picked it up and then began the restoration process and we found that the car was fine mechanically, but the bodywork was not.

*“When Barry called and offered us the chance to give the Beetle another chance at life, it was something we were excited to undertake”*

“When we first got it, the rust was so bad that the bonnet crumpled in half when we first opened it.

“It took some time, but the car is now a very well-prepared vehicle. Everything except the bodywork has been done by us in-house in Queensland and it’s a great addition to our collection, which also includes a faithful replica of that 1967 Southern Cross winning car.”

Since its restoration, Sam has run the car in a number of events and



although it has shown solid times, unfortunately reliability has prevented it from reaching its full potential thus far.

Despite its lack of finishes, Sam remains confident it will continue to improve and get to where he and co-driver Scott Ferris want it to be.

“The goal is for it to be a consistent and reliable car in the Motorsport Australia Queensland Rally Championship, with plans to run other events in between,” Sam added.

“The car has put in some very respectable, on-pace times in all events entered so far, however reliability has sadly let us down.

“They haven’t been major issues, just little things, but with so few events in Queensland, it’s been hard to get into rhythm – especially because less events mean less chances to find problems.

“Victoria’s Alpine Rally is also on the bucket list, although not in 2022, so hopefully we can get the car right and start getting the good results it deserves.”

You can follow the journey of the Beetle via social media.

**Red Bug Rallying**

[instagram.com/redbugrallying](https://www.instagram.com/redbugrallying)



### Fast Facts

**Make:** Volkswagen

**Model:** Beetle

**Year:** 1976

**Location:** Queensland

**General specs:**

- 1835cc engine with twin 40mm Weber carburetors
- Four-speed gearbox with limited slip differential
- Bilstein front suspension and Koni adjustable rear suspension







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