

BRISPORT

MAGAZINE

FEBRUARY
TWENTY TWENTY THREE

TRISTAN TALKS TINY'S
TEAR THROUGH
ALPINE TRAILS

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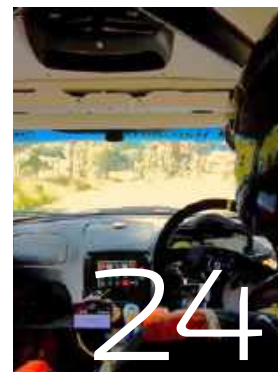
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PHOTO: CH IMAGES

TONY KABEL, PRESIDENT,
BRISBANE SPORTING CAR CLUB

From the Pres

Well, 2023 has arrived already and the Brisbane Sporting Car Club is looking forward to a busy year of motorsport.

But before we get into that, I need to introduce myself.

My name is Tony Kabel and I am the new Club President, having taken over from Dominic Corkeron in the new year.

Many of you will already know me, but for those that do not I hope to get to meet you sometime at one of our events.

Firstly, on behalf of the BSCC Board and its members, I would like to thank Dominic for his time as President.

We saw several positive changes within the club both at board and member levels during his reign, with one of those changes being the new platform for BRISPORT, which has been elevated to a high standard.

We will do our best to keep up what he started. Thanks Dominic.

As I said earlier, we are looking forward to a busy year.

There are several events scheduled for the year already and we will need help from competitors and volunteers alike to get these events up and running.



To start the year, we are holding a training day for our hard-working officials and competitors on 19 February.

The day will cover the roles of the course cars and other officials, operation of the RallySafe system for officials and competitors and information on the installation and correct radio etiquette of the club's radios plus much more.

Anyone is welcome to join us, so please let us know if you would like to come along by 12 February.

Our first forest event of the year will be a Test and Tune in Jimna on the weekend after our training day.

After the last two attempts to run this event were washed out, we are hoping to make this year's event a success. The QLD Forestry

Department has been doing a lot of work in the Jimna area and we have put together two very nice stages for you to blow the cobwebs out and get ready for the rest of the year.

On 25 March, the Roo Systems Australia Manumbar Rally will take place and will act as the 2023 QRC season opening round.

Craig Porter and his team have been busy putting a good event together and like Jimna, the Stages are in very good condition and will be a great start to this year's championship. Camping will be available for competitors and officials and will be catered by the Manumbar Campdraft association.

During the months of April, May and June, the club will be looking at running the KCF Rallysport Short Course Series with stages at Benarkin and Jimna.

These events will give competitors the opportunity to brush up on their pace noting skills, before the club's premier event of the year in July, the Accent Benchtops Rally Queensland.

After the disappointment last year of having to cancel this event in Gympie at the last hour, Brian Everitt and his team have regrouped and started working on this year's event.

It will be based out of the Gympie Showgrounds again and will use stages in the Gympie region, as well as some stages in the Imbil state forest. The event will be round three of the ARC and round two of the QRC.

We must thank Glen Brinkman from Accent Benchtops for sticking by us and supporting the event again this year.

Our last competitive event for the year will be held in Imbil on 9 September and we will be welcoming a new sponsor for the event, Joseph Camilleri and Lakes Hyundai at North Lake.

Based again at the Stirling's Crossing Equestrian Complex, this event is always a favourite due to the fantastic facilities on offer. Mal Bartolo is working with the Queensland Forestry department to come up with another great event this year.

This year also marks the 70th anniversary of the BSCC and as such we will be celebrating with a function on 18 November.

The event is still in the planning stage, but we will let you know more about it as the plans come together. We would love to see as many of our members as possible there and help us celebrate this milestone.

Remember we are up for a busy year, and we will be putting the call out for help - not just to our officials but also to all our valued competitors.

So, if someone reaches out for help, please do what you can and make this year's rally season a success.

There are plenty of ways competitors can help during the year, including helping setup before an event and cleaning up after you have had your fun in the forest. You just need to ask, and we will find something for you to do. Please remember that these events don't run themselves, so any help will be greatly appreciated.

Well, that is enough from me for the moment. Enjoy this edition of BRISPORT and I hope to catch up with you over the coming year.

Kind regards,


Tony.



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Magnificent Manumbar ready to rock and rally

The Motorsport Australia Queensland Rally Championship finally returns next month with the Roo Systems Australia Manumbar Rally to get the season underway.

Eight stages spread over two heats make up the first round of the new 2023 season and there is plenty to look forward to for the event.

Having not been run since 2019 as a result of fire, rain and a worldwide pandemic, the Brisbane Sporting Car Club is looking forward to finally getting to run an event that has been close to getting over the line on multiple occasions.

So close was it to running in 2020, that scrutineering had been completed before being called off, while a star-

studded entry list was confirmed for 2021 before its eventual cancellation.

Despite the hurdles, the event has still managed to secure a spot in the 2023 championship and is ready to roll late next month.

The course itself offers its own set of challenges with the newly introduced 22-kilometre stage in the Mt Stanley region set to be of the highlights for the event, while the rest of the roads round the Manumbar area proved too good to leave off the itinerary.

Scrutineering takes place at Roo Systems Australia headquarters at Banyo before getting underway around the forests of Manumbar with crews to enjoy two passes of the four stages.

Clerk of the Course Craig Porter was looking forward to the event finally getting underway.

“There will be four stages run twice during the day and a remote fuel stop at Elginvale, giving competitors a compact event with roads that offer all classes a great day of fun,” Porter explained.

“This area really has a number of highly quality forestry roads that feature both open forest drives and technical sections and shire roads.

“A big thanks to John Carter and Roo Systems Australia for his continued support of the event ever since joining back in 2020.

“It will be wonderful for John to see the event actually happen after four attempts, as well as meeting competitors during scrutineering and briefing, so I am truly excited for him and the club as a whole for finally being able to run this event.

“We are also on the hunt for officials to help this event take place. With a dwindling pool of officials starting to occur, we

encourage competitors to try and enlist their friends or family to be available for the event and fill a role during the day.”

Camping along with showers and toilets have been made available on the eve of the event courtesy of the Manumbar Campdraft Association, who will also be catering throughout the event.

The Roo Systems Australia Manumbar Rally takes place around the forests of Manumbar on 25 March.

[Click here to register as an official](#)

bscc.asn.au

[Click here for more information on the event](#)

qldrallychampionship.com

“We are also on the hunt for officials to help this event take place”





John Carter and Roo Systems join Manumbar

The opening round of the Motorsport Australia Queensland Rally Championship in Manumbar has received a major boost with Roo Systems Australia joining as naming rights partner.

The event, which will now be known as the Roo Systems Australia Manumbar Rally will kick off the 2023 season after being cancelled an incredible number of times over the past few years.

Having been approached at the end of the 2019 by the Brisbane Sporting Car Club, Managing Director and co-owner of Australia's largest 4x4 Diesel Tuning network, John Carter, was eager to get involved in the event.

“He is extremely enthusiastic to be involved and we are thrilled to have him and the company finally on board”

Highly impressive behind the wheel, Carter experienced plenty of success in 2000 with a number of national and state championships – a run that saw him invited to the World Superkart Championship just three years later.

His skill behind the wheel has also seen him receive the Dick Johnson Driver Achievement Award during the 2019 Motorsport Australia Night of Champions, while being an official driver for the V8 Experience - Hot Laps.

Roo Systems Australia Manumbar Rally Clerk of Course Craig Porter was looking forward to having John and the Roo

Systems Australia join the rally family.

“We look forward to catching up with John as he becomes involved in the new sport of rally,” Kabel said.

“This will give him a better understanding of the sport as he intends to compete in Targa Tasmania in April in his recently acquired VZ Commodore.

“He is extremely enthusiastic to be involved and we are thrilled to have him and the company finally on board.”

The Roo Systems Australia Manumbar Rally takes place in Manumbar on 25 March.

An avid motorsport fan, Carter has long been involved with the sport having competed in karting from 1982 before expanding his racing to open wheelers and saloon car competition in the 1990s.



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TINY

GOES TO GIPPSLAND

One of the biggest events on the rally calendar last year was the 100th anniversary of the Alpine Rally of East Gippsland and the Brisbane Sporting Car Club's own Tristan Carrigan took part in the event behind the wheel of his popular Mitsubishi Magna, "Tiny".

Following on from the Inverted Motorsport crew's debut in the famous event, Tristan provided an exclusive insight into his experience.

In December last year "Tiny" the Magna and the Inverted Motorsport crew headed to the Alpine Rally of East Gippsland, for our first attempt at the renowned event.

Whilst most of us had spectated at the event previously, we had never competed, so there was much to learn - Mostly we learnt just how far away Victoria is when driving a Mitsubishi Fuso truck with terrible seating.

A couple of weeks out, we were given our starting order where we discovered

that Tiny would be car 58 on the first day. After some initial head scratching where we wondered as to what Tiny had done to offend everyone south of the border, a few queries were sent to event organisers, which saw us elevated to the 24th.

Jay Davidson also produced some inspirational team shirts to inspire and bring us all together. Thanks Jay. We all appreciate it so much.



What Happened

Our event started well and after the first three stages, we were sitting in equal second and just four seconds behind.

Day two continued with good fortune, which included the fastest outright time on stage five – putting us only three seconds off the lead.

However, that was as close as Tiny would get to leading the Alpine as the car's engine note changes at the end of the stage and things were much quieter.

While a damaged exhaust was suspected, upon closer inspection post-event, it was discovered that a flex joint had collapsed

The stage was our chance to pounce.

We were 56 kilometres into the event and were now poised with an intact spare tyre and a fresh realisation of just how cheap and accessible Magna panels, and indeed complete bodies, actually are.

Armed with this knowledge, the decision was made to have a push, however the co-driver may not have been privy to this decision-making process, which took place on the stage start line.

The RallySafe split times would later show that we were 14 seconds up on the eventual stage winner at the halfway point of the stage, but the next split would show us three hours down.



PHOTO: IAN SMITH

internally, and all six cylinders were trying to exhale through a 1" inch diameter hole, with the expected effect on power production.

We lost time on stage six due to a flat tyre due to the driver turning down the caution factor a little in order to compensate for a lack of power, and this is where things started to unravel.

Traversing stages seven and eight cautiously due to carrying a shredded spare tyre would ultimately cost us more time.

Remarkably and somewhat surprisingly, we were only 10 seconds off the lead heading into the ninth stage.

Somewhere in between the two points we had rearranged a small tree and dropped a couple of wheels off the road. With plenty of digging and jacking, we eventually got the big girl back on the road, and technically in the event, but running dead last.

What We Learned

On day three, we took the opportunity to try some different driving styles. We had never competed against that depth of field in similar machinery before, and we wanted to get a reliable indication of how different styles affect stage times.



PHOTOS: BRUCE KEYS

A steady and clean approach of the five forest stages saw Tiny take one stage win and three runner-up finishes, so it appeared to be working, especially with the car so down on power.

Day four entailed another five stages and was much tougher.

We stopped to change a flat on the second stage of the day and were held up due to a rollover on the fourth, but Tiny took stage wins on the other three stages.

So, our approach when we return again should be to slow down, although that is unlikely to happen.

Slow and steady doesn't inspire more people to get out there competing and helping to create stronger clubs and events. It doesn't give volunteers and road closure officials spectacular pics and something to talk about. And we believe that the best way to thank those volunteers is to give them those things. Plus, it's just fun hurling a car down the road and seeing what it can do.

We have to thank our service crew who went above and beyond for four days during the event, and for weeks beforehand. Their task wasn't made any easier by a driver that wasn't shy to use parts of the road that a more intelligent driver would have chosen not to use.

There was only one delay of about 15 minutes over the course of the entire event. We're not sure how that is even possible, but we suspect that the use of A to B timing has a fair bit to do with it. We also felt that A to B timing makes for a much more enjoyable event,

especially for novice crews who shouldn't have to suffer massive penalties for a clerical error, as they would in an A to A event.

All in all, we consider our 2022 Alpine Rally campaign to be a success.

Dead last, by some margin, meant that we missed out on a plastic dust collector, so that has to be a positive. Tiny made more than a few people think about what car they would compete in, and why.

As most are aware, the build of Tiny was partly a p*sstake, but mostly to prove that nearly any car, with the basics done right, can be fun and competitive.

And we believe that Tiny proved just that to a wide audience at the Alpine Rally of East Gippsland 2022.

Bring on 2025 - minus an exhaust flex joint... and maybe even plus a hydraulic handbrake...

Tristan Carrigan

Driver Extraordinaire



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PHOTOS: CH IMAGES

Time to test and tune for 2023

In 2022, it took until the final months of the year for the BSCC to run its first event – however as the club moves into a new year, there is a hope that a change of fortune is on the horizon.

COVID, rain and fire have been significant deterrents in the past few years – preventing rally from flourishing

At the end of this month, the club will look to run its first event for the year via a simple yet effective Test and Tune in Jimna.

Two stages with a great spectator point make up the Test and Tune at Jimna Base Camp, with participants allowed to complete as many runs as their heart content.

Anyone with a road registered, Logbooked vehicle can take part in the event, however a maximum of 40 cars can enter, while interested parties have until 13 February to get their entry in.

With the Woodford Lions Club catering the Test and Tune and camping available

for a small fee – the event is the perfect way to get in shape and for members to dust off the cobwebs.

Brisbane Sporting Car Club Secretary Judy Foster was looking forward to getting the 2023 season underway.

“It’s exciting knowing that the season kicks off this month and we can get at least one event under our belt early in the year,” Foster said.

“Last year, the event was rained out so we were not able to get it over the line, but all is looking good this time around and there are plenty of excited members.”

“With the help of Mal Bartolo, Tony and John have done a great job in organising this event, and providing nothing drastic occurs in February, it should be a fantastic day for all.

“Of course, while the event will undoubtedly be valuable for competitors, the club will also be using the opportunity to mentor and train four officials, which will ultimately be beneficial over the year.”

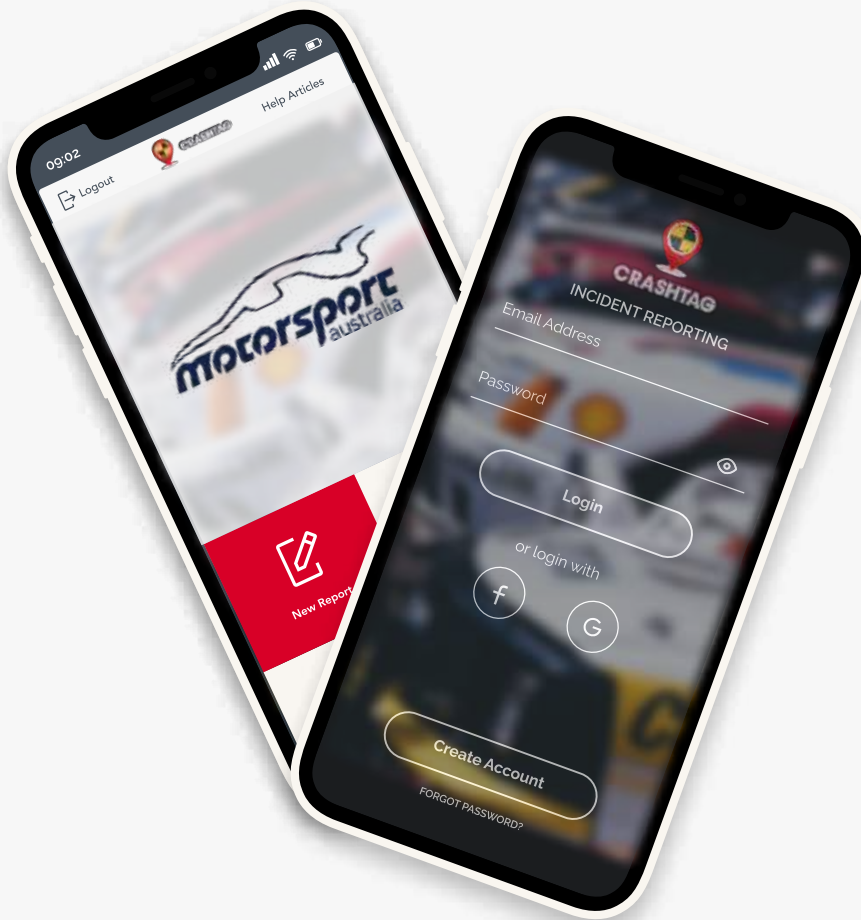
“All is looking good this time around and there are plenty of excited members”





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Training day callout

Brisbane Sporting Car Club (BSCC) are encouraging anyone that attends a BSCC promoted event (either Rally or Offroad) as an official or competitor, to attend a special training day later this month targeted at educating individuals for rally and offroad events.

With the club's motorsport calendar having taken a hit over the past three years due to extreme weather and COVID-19, the 2023 schedule looks the busiest in a long time.

As a result, the club has opted to run a training session in order to get officials and competitors up to speed with RallySafe, as well run through the many different volunteer official roles at both rally and off-road events.

Taking place at the BSCC club rooms, the day will run over seven hours and will address the two major elements throughout, with a BBQ lunch, morning tea and a digital information pack all provided to attendees.

To help out, RallySafe staff members will be on hand during the session to run through the operational use of

RallySafe, as well as assisting members on how to set up and properly install the transponders and units into vehicles.

The other major part of the day will be the addressing of all the various roles at events.

From roadblock marshals to stage commanders and everything in between, a number of club stalwarts will be in attendance as well as our RallySafe "go to guy" Iain Robertson, to help relay the information on the importance of each and every role at rally/off road events from grassroots to international level.

To help share the information, the club will have a mock stage set up and have multiple cars run through, to which they will address multiple items from both a competitor and official's point of view.

Some of the points to be addressed will include what to do with time cards, what to do with RallySafe and how to safely set up for a stage.

Training organiser Mal Bartolo was looking forward to the event.

"The training day has been a conversation we have been having for a little while now as some of our officials have been a little confused with all the things happening - especially since there are slightly different procedures with the use of RallySafe at national or state level events," Bartolo said.

"We have the aim of establishing a standard across the board - no matter what event or level you attend because it's crucial to the sport that everyone is on the same page for what they're doing.

"It's going to be quite educational for all who attend as RallySafe staff will be there to assist in setting up their units, which is super important, while we also want to showcase all the different varieties of official's roles and to give people info on what's available.

"If people have done road blocking and want to do something else, then this day is the perfect opportunity to come learn about everything else.

"The mock stage will have a number of real rally cars running through and we will use

that to help highlight things like Primary Location, TC, Start Line, SOS point, Stop Controls, Flying Finishes, that are used on both RallySafe and on stage. In addition, what to do for a jumped start, late time etc.

"We have put a lot of effort into this so hopefully it goes well."

The Training takes place at the BSCC club rooms in Banyo on 19 February with interested participants having until 12 February to register.

Anyone interested in participating in additional and ongoing training through

Motorsport Australia, such as bronze and silver upgrades or role specific training such as Event Administration, Course Checking and Event Command, can contact Bartolo for more information.

"It's crucial to the sport that everyone is on the same page for what they're doing"

Interested participants can register their interest by emailing BSCC

info@BSCC.asn.au



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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 – 09/09

(Imbil)

BSCC Off Road Event – 11,12/11

(Location TBA)

70th Anniversary Celebration BSCC

18/11

(Location TBA)

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ARC announce new regulations

A new year has seen a number of changes to the ARC Sporting and Technical Regulations, which could have an effect on competitors and crews intending to enter this year's national championship.

The changes are mainly around RallySafe and the return to pre-pandemic processes.

Below are summaries of the new changes from BSCC ARC Organisers Committee

Delegate, Peter Flynn, to give guidance to in preparation of the new rally season.

All BSCC members and their crews are encouraged to read up on the changes to familiarise themselves with the regulations.

All questions can be sent to Peter Flynn

pflynnaus@gmail.com



TRISTAN CARRIGAN AND NEIL WOOLLEY'S SETUP IN THE ALFA 147 IN A RECENT ACCENT BENCHTOPS RALLY QUEENSLAND

RallySafe – new 2023 regulations

1. RallySafe Lite will be mandatory for all crews undertaking Recce. Crews will need to download and use the App, which will allow monitoring of reconnaissance, including speed and number of passes.
2. The ARC will now be using the RallySafe red flag function. Rally control will be able to activate a 'Red Flag' message on the RallySafe unit and crews will need to respond, reduce speed for the remainder of the stage and follow instructions as per normal emergency procedures. Crews will need to familiarise themselves with this additional functionality. Despite the new addition, SOS points will still physically display a red flag to signify an emergency on stage.
3. It will also be a requirement for RallySafe units in the ARC to be mounted such that both members of the crew can operate all the unit's functions in an emergency. It is strongly recommended for crews in the QRC to also adopt this requirement. The common method of roll cage attachment in front of the co-driver may no longer be sufficient.

Other key regulations

1. As a result of Motorsport Australia no longer operating under the 'Return to Race' protocols, the following processes will return to pre-pandemic settings.
 - Scrutiny may return to in-person processes. As such competitors may expect that they will be required to attend scrutiny in person with the crew, car, and apparel. According to any schedule issued.
 - Competitor (and officials) in-person briefings will also return. Competitors will need to ensure they are aware of timings and attend.
2. ARC crews entering the White Wolf Constructions ARC Production Cup, ARC 2WD Cup or Shamrock Haulage ARC Junior Cup are now permitted to have a third crew member in the car to act as a mentor. Applications will need to be made to the Clerk of Course.
3. The first and single point of contact between the Crew and the Clerk of Course will be the CRO. Accent Benchtops Rally Queensland will have experienced CRO's on hand to facilitate this.



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Off Road General Requirements update

Motorsport Australia wishes to inform Off Road licence holders and Scrutineers around the country of the below changes to fuel caps, valves and fillers.

Fuel Cap location

This requirement is to ensure that the fuel cap is physically protected by structural components of the chassis or safety cage structure. Each fuel cap must be protected in this manner.

A check method is to apply a straight edge across the surrounding chassis/safety cage components in the vicinity of the fuel cap and there should be clearance to the cap itself.

Non-return/one way valve

This is mandatory if the fuel filler is "remote" to the tank and therefore defined as a filler neck. The requirement is that this valve must be able to effectively restrict the flow of fuel out of the tank in the event of an incident should the filler neck be affected by the incident.

This valve must be able to perform this without requiring any external activation, such as using a mechanical valve that must be manually switched between an open or closed position.

The non-return/one way valve must be fitted at the fixed fitting to the fuel tanks itself.

This applies to all Off Road fuel tanks including those that are standard for a production type automobile

There are many versions of non-return/one way valves:

- **Flapper valve:** a flap of ridged or flexible material that is hinged or fixed in such a way that fuel can enter the tank but is prevented from coming back out of the tank, either by a tension device (i.e. spring or similar) or by the weight of fuel trying to exit the tank.
- **Butterfly valve:** similar to a flapper valve, however the flap section may be in multiple pieces and perform similar to butterfly wings.

- **Ball type:** a valve that is essentially a ball contained within a cage or similar that is open in the normal position however as fuel tries to exit, the ball is settled onto a seat either by the weight of the fuel or in a gravity situation preventing the flow of fuel.

Filler Neck

A filler neck is common in conventional production automobiles where the tank has a fitting to which a filler neck is connected, usually by a hose and clamps, and which locates the fuel cap (filling point) in another location to the tank itself.

Essentially any connection for the purpose of filling the fuel tank that is made up of joiners using hose clamps, tubes or other similar connections/materials will be considered a filler neck.

Fixed filler

For a tank that has a fixed filler on the tank that is fitted with a suitable leak-proof cap then non-return/one-way valves are not required – however their use in this case is highly recommended.

Example: fixed filler and cap attached directly to the tank, which may be part of a fixed plate assembly to the tank, or a tube welded to the tank with a screw thread or other physical mechanism for the cap.



[Click here to view the Off Road section of the Motorsport Australia Manual.](https://motorsport.org.au/regulations)
motorsport.org.au/regulations

Team Oz2000 Rallysport 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

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