

BRISPORT

MAGAZINE

OCTOBER
TWENTY TWENTY THREE

MY LIFE IN MOTORSPORT: MAL BARTOLO

FINAL MAJOR RALLY IN IMBIL
PROVES BIG SUCCESS /

LAKES HYUNDAI DRIVES
RALLY'S GROWTH /

JOHANSSON MARKS RETURN
TO DRIVING WITH PODIUM /

BSCC TO WRAP UP 2023
WITH BENARKIN BEAUTY /



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TONY KABEL, PRESIDENT,
BRISBANE SPORTING
CAR CLUB

From the Pres

Hi everyone. Well, the year is slipping away very quickly now.

We have only one rally event and our 70th anniversary celebration left for the rest of the year.

Since our last edition of *BRISPORT*, we have successfully completed Round 3 of the KickAss Productions Motorsport Australia Queensland Rally Championship, with a successful running of the Lakes Hyundai Imbil Forest Rally held just outside Imbil.

This year, we welcomed a new sponsor for this event. Joseph Camilleri from Lakes Hyundai at North Lakes stepped up with great support for this event.

Joseph attended the event along with his wife Gina, and their children, and on the morning of the event, they were shown around HQ and were given an idea of how we run these events.

They also got a close look at how RallySafe and our communications work, before being taken out into the forest to watch the Melawondi stage take place and get a close-up look at the rally action.

Spending the whole afternoon at the spectator point, they all had a great time and have already expressed their interest in coming back next year.

The event was also well received and enjoyed by all the crews.

Ian Menzies – Robert McGowan won the event and was followed by Glenn Brinkman and Steven Richardson, while Erik Johnsson and Larisa Biggar were third.

Ian and Bob also took out the QRC Championship for 2023, so well done Ian and Bob.

A big thank you must go to the Stirling Crossing Equestrian Complex for allowing us to use their centre for a different kind of horsepower.

Our last rally for the year is the KCF Rallysport Benarkin Spring Stages on the 14th of this month.

This will be the second event run out of the Benarkin State School this year and their P&C do a great job looking after us every time we are there.

This rally will see some changes to the course, as well as a new spectator point giving two different views of the cars at the one spectator point.

The spectator is an easy eight-kilometre drive from the service park so the service crews will have an opportunity to have a look at their crew in action.



On the 18th of November, we will be holding the club's 70th Anniversary Celebration Dinner at the Bronco's League Club.

This celebration will be open to current and past members, family, and friends, it will be a great night with some special guests.

I look forward to catching up with you at Benarkin or at the dinner in November.

Tony

Visit the [BSCC website](https://bscc.asn.au) to secure your Anniversary Celebration tickets.
bscc.asn.au/ticket-purchase-70th-anniversary-celebration

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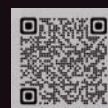
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FINAL MAJOR RALLY IN **IMBIL** PROVES BIG SUCCESS





PHOTOS: ZED PHOTOGRAPHY

WRITTEN BY
MAL BARTOLO

At last, we have finally hosted three rounds of the KickAss Products Motorsport Australia Queensland Rally Championship.

I must start by thanking our new naming rights sponsor, Joseph Camilleri, owner and operator of Lakes Hyundai in North Lakes, who not only put up the cash to boost the event but allowed us to utilise their first-class workshop for Scrutineering.

I thank Tony Kabel for seeking Lakes Hyundai's backing and keeping the motivation going.

Entries opened on 8 August and for the first couple of weeks it was looking quite dire - the ravages of the Accent Benchtops Rally Queensland seemed to have taken its toll on both machinery and the finances.

Slowly but surely, the numbers grew and entries started to build and by the close of entries, we had a good field of 36 crews.

With the entry list published and only the formalities to be finalised, the club's next challenge was to get the road book finished.

With just two weeks to go, one stage had to be cancelled, the itinerary was thrown out and planning started from scratch, Brian Everitt eventually came up with a plan that satisfied the QRC, East Coast Classic Rally Series and Novice requirements. The new plan was established and wheels were in motion again.



On Friday 8 September, it was almost a case of Déjà vu during the setup of the Service Park. We had been watching the weather forecasts and were planning for a thunderstorm with strong winds in the afternoon.

As morning became afternoon and teams started to roll in, the skies continued to look promising and the work progressed. The caterers arrived and set up and the aroma of fresh coffees from L'roma Del Café, delicious Burgers & Chips from Charlie Horn Catering and tasty Hot Dogs from the Dogfather van made the evening meals great.

The service park filled quickly and by evening, the Stirling Crossing Equestrian Complex was filled with officials and competitors.

With a smaller field than last year, the 36 starters were made up of QRC/ QRC2WD cars, East Coast Classic cars, Novice cars and Clubman cars.

The novices were offered the option to end after the fourth stage or continue as all-comers for the rest of the event distance – all of whom opted for the distance.

The competition was going to be fierce with Ian Menzies and Glenn Brinkman running tied for the state title in the lead up - no doubt, we were to see fast times out on the stages from the two contenders, in addition to the plenty of others.

From the start, Menzies and co-driver Bob McGowan set the pace in the Bespoke Mitsubishi EVO 9 and commenced putting their stamp on the 2023 QRC Championship, while Brinkman and Steven Richardson in the KickAss Mitsubishi EVO 9. Hot on their heels was the returning Erik Johnsson and experienced co-driver Larisa Biggar in a Subaru WRX Sti.

Just seconds separated them from stage to stage, while behind the front runners was a battle between Tom Dermody and Eoin Moynihan in the Ford RS1800 and Craig Aggio and Megan Byrne in the Toyota GR Yaris.



PHOTOS: ZED PHOTOGRAPHY

“The competition was going to be fierce with Menzies and Brinkman running tied for the state title”

Dermody also put the challenge to the competitors who cross-entered the East Coast Classic Rally Series (2WD).

In the Acworth Recruiting Clubman grouping, Gary Dutton and Ray Priest in the blue Datsun 200B exchanged blows with the Toyota Celica Twin Cam of Ian Griffin and Liam Bainton, while the all-woman crew of Michelle Van Der Wilk & Cassandra Brumley maintained consistent times throughout the day with a pleasing finish at the end of their event.

In the Virtual Security Guard Novice Series, Max Bailey and Stephen Christensen used the Melawondi I stage to settle in and challenge Sam

Donovan and Scott Ferris in the mighty red VW Bug, who fought a gallant battle throughout the four stages set.

Unfortunately, the day didn't go without problems and time was lost through no problems created by incidents, so later in the day it was decided to cancel the Melawondi III stage to ensure we finished before dark.

With a day-only rally itinerary, a decision was made to cancel the event and this still gave competitors more than 112 competitive kilometres and a finish that saw teams in before dark and able to settle into a pleasant evening at the Service Park.

The day ended with the presentations of each class winner, as well as naming the event's Ronnie Bustard Award, which was given to Brian Everitt. Everitt also took the opportunity to announce the Accent Benchtops Rally Queensland Ronnie Bustard winner, Kevin Carmont.



As Clerk of Course, I have been honoured to work with such a great team and the event would not have happened without them.

No event can get off the ground without the amazing support of the volunteers who come from far and wide and give everything they can.

Then there are the competitors who put trust in us to develop a course that is both challenging but not too hard on equipment, and our major sponsor, Lakes Hyundai, North Lakes - the generous contribution

to the event by Joseph Camilleri is greatly appreciated and it was terrific to see him at the event and to help with presentations.

All I can say is "Thank you" to everyone who helped make Lakes Hyundai Imbil Forest Rally come to fruition.

It would be remiss to not mention Matthew Sample, owner and operator of the Stirling Crossing Equestrian Complex, a first-class Endurance Horse stud and training complex, who generously opens his facility for our amazing Service Park.

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Lakes Hyundai Imbil Forest Rally

RALLY WINNERS



QRC Jnr Driver
Josh Wiedman



Event Outright
Ian Menzies & Robert McGowan

QRC 1st
Ian Menzies & Robert McGowan

QRC Jnr Codriver
Megan Byne



QRC 2nd
Glenn Brinkman & Steven Richardson

Clubman 1st
Gary Dutton & Ray Priest

QRC 3rd
Erik Johnsson & Larisa Biggar

Novice 1st
Max Bailey & Stephen Christensen



ECCRS 2WD 1st
Tom Dermody & Eoin Moynihan

ECCRS 4WD 1st
Michael Bailey & Ian Whitehead

QRC 2WD
Tom Dermody & Eoin Moynihan





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PHOTO: ZED PHOTOGRAPHY

Lakes Hyundai drives rally's growth

In 2010, Hyundai Motor Company Australia approached Mr Joe Camilleri from the Grand Prix Group to become a Hyundai dealer on the north side of Brisbane.

After securing a temporary location in Redcliffe, Lakes Hyundai proudly opened its doors to the public towards early the next year.

Up until then, the Grand Prix group only sold and serviced one brand, Mazda, and with two very successful and well-respected dealerships in Aspley and Caboolture, Hyundai was going to be something different for the group.

Shortly after opening the dealership in Redcliffe, plans were started on a permanent location for the new franchise.

After lots of time researching, Stapylton Street in North Lakes was chosen, and construction of a state-of-the-art dealership began in 2012.

In December 2013, the new permanent home of Lakes Hyundai opened, complete with a large modern showroom, 20 bay workshops, a pre-delivery centre and a spare parts department.

Today, Lakes Hyundai employs more than 65 staff, who not only focus on selling and servicing the Hyundai brand, but also sell and service Peugeot, Citroen and as of this year, Chery.

A couple of years ago, the Brisbane Sporting Car Club approached the dealer principal Joseph Camilleri to become a sponsor for the Test and Tune held at the beginning of the year before the rally season starts.



Due to weather conditions, the events did not run, but Joseph remained keen to be involved with the club - eventually signing on as the naming rights sponsor for the Imbil round of the KickAss Products Motorsport Australia Queensland Rally Championship.

The Lakes Hyundai Imbil Forest Rally was run successfully September.

This is not the first time the Grand Prix group has been involved in rally either.

Back in the 1980s, Grand Prix Mazda was a major sponsor and supporter of Murray Coote's campaigns in both the Bosch Motorsport Australia Rally Championship and the QRC.

The BSCC is highly grateful for all the support from Lakes Hyundai and is hopeful the partnership can help the club grow stronger long into the future.

For more information on Lakes Hyundai, visit their website.
lakeshyundai.com.au

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Johnsson marks return to driving with podium



PHOTO: SUE RICHARDSON

After being involved in a big crash a couple of years ago, Erik Johnsson was out of the driver's seat for more than two years.

However, the popular figure made his long-awaited return to rallying last month when he took part in the event set at within the picturesque Imbil forests, and with highly esteemed co-driver Larisa Biggar calling the notes.

It ended up being a dream return for Johnsson too, as the veteran and Biggar finished the weekend on the outright podium – having placed third overall for the challenging event.

Following on from his remarkable return to the KickAss Motorsport Australia Queensland Rally Championship (QRC), *BRISPORT* caught up with Johnsson to discuss the event and what it means for the future.

***BRISPORT:* First of all, congratulations on your comeback – how did it feel to be back behind the wheel?**

Erik Johnsson: After having the accident in 2021, I wasn't sure how I would be driving at speed again however it didn't take long for all that to be forgotten and I just got on with the job. The car was a handful, so it didn't feel great, but it was nice to be driving again.

It was also awesome teaming back up with Larisa. I have always put massive importance on only having the best co-drivers, which I've been extremely fortunate in that regard, and for us to continue on again was a great feeling.

***B:* What was the reason behind taking so long to make a return?**

EJ: I'm lucky enough to be able to sit on both sides of the car, so even though I couldn't afford to drive, I have been able to co-drive for the last couple of years, which is great practice for driving. So, in that sense, I didn't see it as a massive return as I never left.

However, the reason for not driving is the same as most - it's expensive and budget has been my issue. Crashing during COVID was a disaster as the COVID tax and lack of cars for sale made it impossible to return any sooner.

My wife Nikki also wanted to renovate the house and given she had been helping fund my rallying for so long, it was only fair the focus went somewhere other than on me and my rallying for once.

Mum got lung cancer at the start of 2022 and passed away in March this year and with the proceeds from her estate, I was able to buy a rally car again. It's all very bittersweet because I'd happily just continue co-driving if I could still have Mum around, but all of that is out of my control.

I didn't think I would be driving again anytime soon, but that's how it turned out. It's saddening but I figure I am better off doing something that I enjoy as opposed to feeling guilty about spending the money.

B: How did you find the rally went as a whole?

EJ: The prep for the event was pretty tight, however, I was satisfied that the work done before the event was going to mean we shouldn't start on the back foot.

The first stage was a disaster, and it was obvious early on that the car setup was not going to work for me. On top of that, I stalled on one of the hairpins and it was safe to say I was frustrated.

"I figure I'm better off doing something that I enjoy as opposed to feeling guilty about spending the money"



From there it became a case of trying to adapt my driving to the car setup, which is not ideal however over the course of the day we dealt with the issues as best we could.

A potential stage win in the final stage was destroyed by the car wanting to drive around in circles at the spectator point.

B: But it can't get much better than a podium right?

EJ: I wasn't focusing on results at all during the event as it was only going to be a distraction. My focus is on the QRC 2024 and 2025, the podium was a step in the

right direction however I was more interested in individual stage time comparisons which I only looked at the next morning.

B: Going back to the return to driving itself, what was the thing you were looking forward to most during the lead up?

EJ: I was looking forward to seeing what the car would be like and to be fair I was disappointed in the setup aspect, but teaming up with Larisa again was exciting.





IMBIL RALLY 2021
PHOTO: WIDWIB IMAGES

We work well together, even though we are a little bit of complete opposites in terms of our approaches to things. However, we just seem to gel really well, and it was good to get the partnership back again.

I was also looking forward to seeing where I fit in terms of speed compared to Ian Menzies, Glenn Brinkman and Ryan Williams.

B: On the flip side, what were you most nervous about?

EJ: The only real apprehension was in relation to how I would handle any mental anxiety that might come up due to the accident, but this never eventuated, so it was okay.

I wasn't nervous as such as we had done testing two weeks earlier, so I was comfortable I was going to be able to drive the car - We were not fighting for any championship either, so there was no pressure there.

B: What were your expectations/ goals heading into the event and did you reach them?

EJ: The first goal was to get comfortable with the car at an actual event, and then once comfortable with the car, the second goal was about getting faster. Our third goal was to bring the car home without any incidents.

Finally, our last goal was to try and get close enough to the guys in front to give hope for next year.

We failed the first goal pretty early, so from there it was a case of getting what we could from the event.



RALLY QUEENSLAND 2021
PHOTO: WIDWIB IMAGES

B: And you got a podium out of that - does the result give you confidence that you can continue to get good results like this?

EJ: Over the past 20 years, I have had enough decent results and/or come close enough to win, that I know I have it within myself to try and get to the top step.

Like most drivers, I get confidence from the car I am in, and once you have that confidence, if you're good enough you can get the results. To finish this event with the car the way it handled was a good result.

B: Now that you have this out of the way, what are your future plans?

EJ: My focus has always been to rally for a long time, not go balls to the wall for one event, I know it may not look like that from the outside given past adventures, but it's how I have approached my rallying.

For now, the plan is to compete in the 2024 and 2025 QRC season, so long as the budget permits me and then see where that takes me. I'll probably still co-drive here and there as well.

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BSCC to wrap up 2023 with Benarkin beauty

The final major rally event of the 2023 Brisbane Sporting Car Club calendar will take place later this month with the Benarkin Stages.

Taking place in the picturesque forests of the Benarkin region, the event will be made up of two legs and will see entered crews complete 70 competitive kilometres over three stages in a relaxed, but competitive day of rallying.

The first leg will see crews get one run of the two featured stages, with the option for another, where crews' best times for each stage will count towards their official time before leg two is held in the afternoon.

In the second leg, the two stages will be combined to form one longer stage where crews will get two runs on the stage, both of which will be added to their overall time and ultimately determining a winner.

While this year will be the fourth edition of the popular event, organisers have chosen to mix it up with previous years by implementing multiple changes in the hopes to even out the field.

Some of the more notable changes include running all three stages in reverse, as well as the addition of a new spectator point, which will allow travelling fans a clear view of the action unfolding right in front of them.

Although 2023 has been a solid year for the club, the past few years have seen a number of postponements and cancellations of planned short course rallies, the BSCC wanted to squeeze in the last event before the year ended and finish 2023 on a high.



"We have finally had a pretty good year of rallying, and to cap it off, I wanted to use some of the good work from earlier in the year to keep the interest going before we adjourn for a well-deserved summer break," Clerk of Course Peter Flynn explained.

"Running in reverse to the usual direction changes the character of the course completely and puts a new spin on the event - it makes it a whole new challenge; so, for those who think they have done it before, it won't even be close.

"We also know competitors prefer the longer stages, which is why we are going to shorten the usual time spent running over the first two stages and use those as a warmup for the two planned runs over the long stage for all crews.

"With this new approach, we have also taken the opportunity to completely change the spectator experience - Across the whole day, all spectating will be in a large natural amphitheatre area that will give fantastic views over several corners of the stages, which will add to the experience.

"These events have established a good reputation over the last three years for being an enjoyable day out with some great roads and fast competition and this year will be no different. Everything is in place to make another enjoyable, value for money day out enjoying some fast-paced rally action."

As for the spectator point, the area can be easily accessed via the major road from the Benarkin State School area, with interested attendees encouraged to reach out to the club for more information.

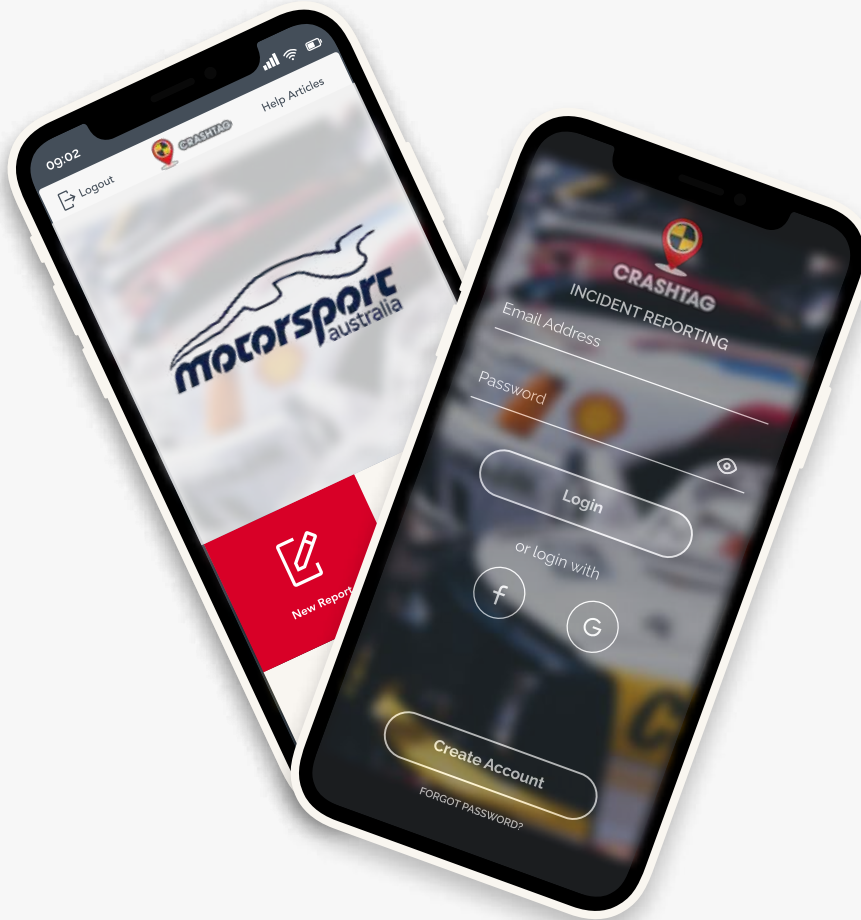
The Benarkin Stages take place in the forests of Benarkin on 14 October.





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My Life in Motorsport: Mal Bartolo

At the age of 68-years-old, there is plenty to reflect on where motorsport has taken me and how this journey all began.

I can recall in my younger days, maybe when I was 11-years-old, being taken by my father to the Windsor Speedway (NSW) to watch my cousin Tony drive in a speedway car. He had a fleet of cars consisting of an EK Holden, a Ford Zephyr and maybe something earlier.

At the time, I didn't really know my older cousins but apparently Tony's sister Trisha also raced. This was a rare thing to have a "girl" driving but she did, and she did okay at the time.

Skip forward a couple of years and Tony is driving a Mini Cooper S speedway car and beating the big thumpers with some seriously clever steering, something the car could do easily being front-wheel drive.

Seeing the racing and hearing the noise of the cars inspired me to watch what we could on TV, including many Bathurst events, and then when old enough, I could travel by train with friends to Warwick Farm Raceway to watch the likes of Pete Geoghan and Bob Jane compete in their mighty V8's.

I was off to work at 15-years-old and studying at night to finish my education, so leisure time was minimal. I got my licence at 17-years-old and the adventure of speed began. At this age, girls, cars and drinking

all became part of life and I don't honestly know how I survived these early years; seat belts were optional.

And then, there was marriage, my love of motorsport was on hold, I was doing grown-up things and thought I should start a family, buy a house and so on - Fast forward about eight years - I was divorced, no house, no children and still no involvement in motorsport.

Enter Gwen.

After a night out at the Huskisson RSL in southern NSW, I met this young girl who knew friends of my half-sisters and we got along well. I drove her home at the end of the night and when we arrived to the family home, I noticed a race car sitting on a trailer in the driveway.

Gwen told me that it was her brother's rally car - something I had never heard of.

After a few visits and meeting her family, Gwen's brother, Ron McKinnon was talking to me about his car and involvement with the Shoalhaven and Kiama District Auto Club and that I should come along to an autocross being run on the McKinnon property.





This eventually reignited my interest in motorsport; even more so that I had an opportunity to compete, something I never thought would come to fruition.

The following week I had a go using my Toyota Corona and it was an eye-opening experience but a sad one due to poor suspension, the road tyres and having no idea how to drive a car even though I had been driving for nine years.

Another weekend visiting the family, Ron asked if I'd like to go out for a drive in that rally car in the driveway, which was a Datsun 1600 and the offer was too good to refuse.

It was my first time in a real race car, strapped in with harnesses, roll cage and very little interior.

A short while later, we're on a dirt road and going slowly until we reach a remote junction, and Ron goes hard on throttle, and I was completely taken aback. It's night, the lights are bright, I have no idea where we are, the trees are racing past and I can't hear anything over the roar of this car, as well as the stones and rocks smashing up under the floor – my life was flashing past my eyes.

After a short while though, the exhilaration kicked in and I start to enjoy this adventure all the while still thinking I'm going to die.

Ron's test run ends and he's happy with the car, while my knuckles are white and my jaw hurts, but that was fun.



"The trees are racing past and I can't hear anything over the roar of this car"

Instantly I decided to build my own car and with the help of Ron and many of the SKDAC members, we find a Datsun 1600 and the transformation begins.

Engine, gearbox, suspension, roll cage (bolt ins were legal then), harnesses, steering wheel, wheels, tyres (Ron's worn tyres are good enough) and a paint job (Orange Peel Blue, it was my first go at painting) – at last the car was complete and I was ready for my first event, the Motathlon at Amaroo Park.

Day one consisted of a dirt circuit and motokhana, with my main memory, losing it first time and crossed the line backwards. Day Two

was made up of timed laps around the Amaroo Park Race Track and then a hill climb. I learnt a lot about car craft and setup, but the highlight was Ron winning the event - an awesome feat considering he was up against some serious machinery.

Both Gwen and I go on to compete in several motokhanas, autocrosses and a rally sprint, which was really a hill climb before I enter my first rally.

With Trevor Bridge as my co-driver, I attend the Narooma Boomer with my confidence in tact, despite it being a night event in the rain.

We're car 62 so we wait a while and when it's eventually time to go, I quickly realise I am out of depth as the conditions are horrendous. Just over four and half kilometres into the first stage, the car slides off the road, breaks a steering arm and we are head on into a tree.



"Well, that's one way to stop" Trevor tells me as the OK board goes out and my first event over, my confidence is low.

We get the car back to Nowra and repairs commence. A week later, it's straight again with a bunch of parts scavenged from Ron's old car. Another member, Rob Morrison straightens the chassis and we are able to drive it back to Sydney.

We continue with the rallies/sprints/hill climbs, motorkhanas and autocrosses with rallies off the calendar.

Following a holiday to Queensland, Gwen and I decide to move to the sunshine state where I secure a job in 1986 but sell the Datsun to get some more money for a deposit for a house in Recliffe, thus ending my rally career.

The next six years consist of "recession we had to have" where interest rates skyrocket to around 17 per cent and leisure activities are limited. Although Gwen's brother Doug and I still get to spectate at rallies.

By the late 1990s, spectating had become restricted and didn't allow us the freedom we wanted or were used to.

In 2000, I see an advertisement about being a volunteer at a rally, to which I apply and get the role. I meet Dick Owen at a location along Mitchell Creek Road, Imbil where we stay the night and venture out at 5:00am to do the SOS job.

I had so many questions for Dick, but by 5:30am we're sitting at a junction, set up, radio working and we have some "tracking" paperwork.

We wait and wait, and then a car with 000 goes by, then a 00, then the 0 car goes zooming by and it all begins. When the first official competition car comes by, I realise we have our own specky point even closer to the action.

This is it. I knew I would be doing this again.

Skip forward to 2008 where I'm now helping Greg Sewell do the SOS co-ordinators role at Rally Queensland - I'm only helping him but I like what I'm doing and enjoy helping others.

Greg then offers the main job itself for the following, which I accept and start planning for 2009. Bring on the "International Rally of Queensland" (IROQ) and Greg tells Errol Bailey that I have taken on SOS at IROQ,

"I realise we have our own specky point even closer to the action"



with Errol then encouraging me to consider Rally Australia as it was only a small step up.

I accepted again and thus, the journey into Event Management has started.

I commence attending the IROQ and Rally Australia (RA) meetings and we see the 2009, 2010 & 2011 IROQ events pass with me still out in the field.

By now, we have moved to Imbil and I get to know both Errol and Brian Everitt better and better.

Eventually Brian asks me to work as a "Safety Car" at RA in 2011 and 2013, all the while doing the SOS co-coordinator's job. With Brian taking a step up to Deputy Clerk of Course of IROQ and requiring a new Chief Safety Officer, he asks me to consider the role, and once again, I agree to the new role.

I think it's about then I also sign on for Deputy Chief Safety at RA under Belinda Howard, still looking after the SOS Teams but now co-ordinating the Safety Car team which consists of four cars.

Fast forward to 2019 and Paul Woodward invites me under his guidance to become the Deputy Clerk of Course at the Inspiration Paints Capalaba Imbil Rally with intentions of me taking the helm in 2020.

This is a learning curve I enjoyed thoroughly and so much knowledge was taken onboard, My hard work is rewarded again when Brian

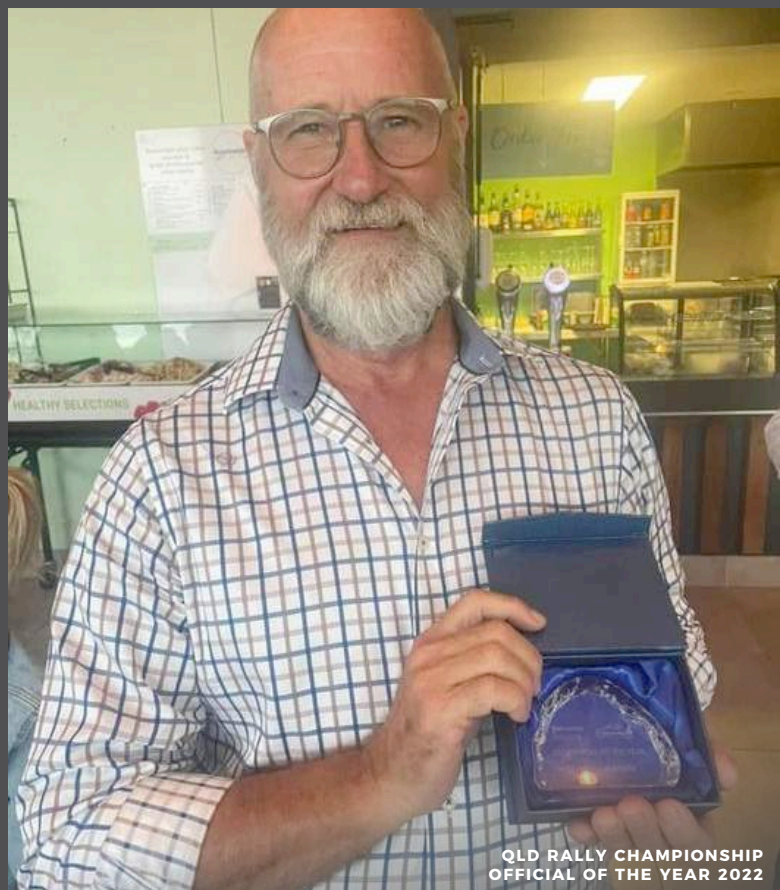
then invites me to be his Deputy for the returning Rally Queensland event in Gympie in 2021.

In the last three years, I have been the Deputy Clerk of Course to Brian for the Bosch Motorsport Australia Rally Championship rounds and then I've been Clerk of Course for the QRC events, while

Gwen has done Event Secretary role under Errol's guidance for Rally Queensland, as well as the annual Imbil QRC event.

Although I quickly discovered that I don't have the skills to be a competitor and openly admit that, I have enjoyed the journey as an official.

"Though I quickly discovered that I don't have the skills to be a competitor... I have enjoyed the journey as an official"



QLD RALLY CHAMPIONSHIP
OFFICIAL OF THE YEAR 2022

I'd like to thank the late Dick Owen for giving me an opportunity to be trackside, Greg Sewell for giving me the opportunity to step into a minor management role, Brian Everitt and the late Errol Bailey for mentoring me and having faith in me, Paul Woodward for thinking I had what it takes to be a Clerk of Course, and of course, I thank the many people who have worked with me at events, it's been a hoot.

Most of all, I thank Gwen for her support of me doing what I enjoy and of course, the journey started with me meeting Gwen in 1982

I really love what I do and encourage anyone wanting to learn a new or different role to reach out and give it a go. I'm sure there will be plenty of us older people willing to mentor you and give you support.

As a Motorsport Australia Presenter and an Event Assessor, I'd be happy to hear from you if you are willing to take a step forward and get involved.

Many years ago, I learnt that not everyone can be a champion driver or co-driver, but anyone with the enthusiasm and encouragement, like I have received, can be a champion at event management.

Mal Bartoto



ANNIVERSARY

6 : 3 0 P M - 1 8 N O V E M B E R 2 0 2 3

Tickets on sale for gala evening

Tickets for the Brisbane Sporting Car Club's momentous 70th anniversary gala dinner are open for purchase.

Taking place in November, the gala dinner will celebrate the club's 70 years of existence and look back at the many individuals and events that shaped the club to what it is now.

Held at the Broncos League Club in Red Hill at 6:30pm on 18 November, the significant

event will include a buffet dinner and alcohol - all covered in the ticket price, which are on sale via the [BSCC website](https://www.bscc.asn.au).

Visit the BSCC website to secure your Anniversary Celebration tickets.

[bscc.asn.au/ticket-purchase-70th-anniversary-celebration](https://www.bscc.asn.au/ticket-purchase-70th-anniversary-celebration)



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2023 CALENDAR

[REST OF YEAR]



**KCF RALLYSPORT
SPRING STAGES
BENARKIN**

14
OCTOBER

**JIM'S JAUNT
SOCIAL FUN RUN
DAYBORO**

22
OCTOBER

**70TH ANNIVERSARY
CELEBRATION
BRONCO'S LEAGUES
CLUB**

6:30PM, 18
NOVEMBER



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**



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Cigarette lighter power cable

RAM Windscreen Mounting Bracket



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- Works off GPS (use with 2 Wheel Probes or 1 Gearbox Probe as back-up)
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- Optional cigarette lighter power harness available (non-permanent installation)
- Optional suction mount for easy windscreen mounting
- Update total by digit +/-
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Marius Swart 0438 131 466

e-Mail: 3dcapalaba@sureback.com.au



Welcome!

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 and returning Members to our Club.**

New Members

Scott Abikhair⁵¹⁹⁵

John Panozzo⁵¹⁸⁸

Megan Reid⁵¹⁸⁹

Shane Miles⁵¹⁹⁰

Chris, Deidre, Ethan
and Zach Hastings⁵¹⁹¹

Evan, Tyler, Caden and
Jay Broughton⁵¹⁹²

Jason Norris⁵¹⁹³

Returning Members

Zach Hegde⁵¹²²

Gary McLane²⁷⁵²

Darren Barker⁴⁹⁰⁴



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Other Office Bearers

Motorsport Australia Delegate	Peter Flynn
Membership Officer	Margaret Mackay
Social Media	Sam Donovan Peter Flynn

Brisport Magazine

All correspondence to:

Brisbane Sporting Car Club

Unit 16 - 23 Ashtan Place
Banyo QLD 4014

Phone: (07) 3267 7647

Email: info@bscc.asn.au

Website: bscc.asn.au

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BRISPORT

MAGAZINE

*If you've got something to contribute
to the magazine we'd love to hear
from you.*

All correspondence to:

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Unit 16 - 23 Ashtan Place
Banyo QLD 4014

Phone: (07) 3267 7647

Email: info@bscc.asn.au

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