

BRISPORT

THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB.

WEST END. PHONE 3846 0233.



May 1999 Newsletter

Moby Vic's a resounding success

by Peter Garbett

To the organisers of the Moby Vic's Forest Rally from the Gold Coast Tweed Motorsporting Club, and their cast of thousands, a hearty congratulations. Clerk-of-Course Peter Baker and assistants Wayne Johnston and ARCom member Michelle Gatton chose a unique course that utilised much of the available road system to the west of the old Bruce Highway in Beerburrum along with a brilliant stage through native forest and pine plantation in the Woodford area.

Run on 24 April the event attracted a field of 68 entries from Ipswich, Gladstone, Hervey Bay, Byron Bay, Mackay, Airlie Beach and Warwick as well as the traditional areas of Brisbane and the Gold and Sunshine Coasts. Bruce Dummett/Tom Smith/Lancer Evolution III and the similarly mounted crew of Andrew Theo/Robert Tindal were expected to challenge for the winner's laurels and for much of the event this indeed appeared to be the case. On SSG however it all fell apart when Bruce and Tom exited the road through the air at high speed sus-

taining considerable damage to the vehicle and causing a great deal of concern for their well being. The stage was halted to allow ambulance officers to ferry the pair to Nambour hospital from which they were later released with nothing broken. Indeed, Bruce was up early the next day pulling the Lancer apart.

With the demise of the Dummett entry the pressure was instantly relieved from Theo and Tindal but their rally was over when Andrew switched the car off after a potentially costly engine noise developed. Ian Wright/Paul Young had experienced drive line problems during the event but were able to capitalise on the misfortune of Dummett and Theo by taking their ex-Dummett Galant VR4 on to a popular win.

A round of the Australian Rallysport News Junior Challenge the crew of Jason Walk/Noel Kerger finished first in this category and a solid fourth out-

Continued Page 5...

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THE CLUB CAPTAIN'S CORNER

BY PETER GARBETT

Back at the BSCC AGM in March I was nominated to fill the role of Club Captain. At the time, however, I really had no choice but to decline due to an overwhelming number of existing commitments, not to mention a few others I'd been planning for later in the year.

Fortunately since then a couple of things have changed. I noticed that the role remained unfilled for some weeks and during those ensuing weeks I had a restructure of my involvements. One or two of my earlier commitments I now find not as demanding as I first thought and with this in mind I decided to accept the role of Club Captain.

I'll make every effort to be the Captain the Club and its Members wants. Having made that claim I implore you to let me know what you, as individuals, expect from the club. The weekly Wednesday night club meetings of a few short years ago boasted healthy attendances of two, three, four dozen people who spent the evenings socialising, partaking in table top rallies, night runs, etc., watching motor sport videos, taking in refreshments, and so on. With the recent (over the last year and more) resumption process the Club endured and the subsequent relocation to temporary premises for several months before moving into

our new home at Montague Road, the attendances on Wednesday evenings have waned. Whilst we have a little work to do at working bees to "put the finishing touches" on the Club we now have essentially a habitable venue for gatherings such as the Wednesday night social functions. So, let's see some of you come along. There will be a minimum of two Board members present at the Club on each Wednesday night, and more often than not I'll be there also. Come in, and introduce yourself to us and fire any questions that you may have our way and we'll try to steer you in the right direction.

**Contribution cut-off date for the next Brisport is...
10 June 1999**

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CLUBROOMS:

The clubrooms of BRISBANE SPORTING CAR CLUB LIMITED are located at 1/206-208 MONTAGUE ROAD, WEST END and are open EVERY WEDNESDAY night from 8.00pm onwards.

CONTACT DETAILS:

All correspondence, entries, etc for the Club should be addressed to:

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PRESIDENT'S PIECE

BY ROD SAMS

It is now crunch time for the ARC with the organising team busy finalising preparations for the event. Building on the success of last year's event everything is coming together well. In saying this there is still a lot of work to be done leading up to and during the event. If you want to be involved please contact Esme, I am sure we will find something for you to do. All we need now is a good entry and some fine weather.

Congratulations go to the Gold Coast Tweed Motorsporting Club for the successful running of the Moby Vic's Forest Rally on the 24th of May. The event had 68 entries which is a good sign for events later in the year.

On the Clubroom front we are still awaiting finalisation of a settlement with Main Roads. This is an issue we need to resolve soon so we can continue with our refurbishments. At our last working bee considerable progress was made in preparing the Club area for painting. Thanks to the Bests and Richard Collingwood all the holes (hundreds) and cracks were filled. Keith Mackay looked after the removal of excess electrical conduit and cabling. We now have a lot of shelves in the storeroom thanks to the Whalley and Tindal team. Craig Porter spent a lot of time in the toilets (he gets all the good jobs) fixing up the plumbing while Neil



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Michel showed his talent with the hedge clippers by cleaning up the garden area.

Further work is on hold until after the ARC and then we will be able to finish the painting job. It was certainly pleasing to see more people than the normal few turn up and give a hand. Thanks everybody.

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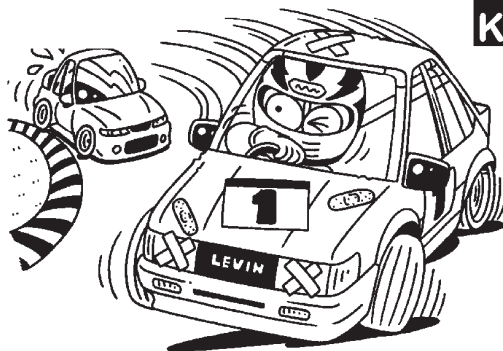
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right in the first two wheel drive vehicle (a KE25 Corolla) home. Jason is best remembered for the convincing drive he and Paul Pyyvaara put in at the PlayStation Rally Round Australia in September 1998.

Mackay's Keith Callinan (who also featured heavily in the Round Australia event last year) and co-driver Brett Norris took their Subaru Impreza to second outright ahead of Ipswich competitors Allen Jones/Craig Bailes/Laser TX3 4WD. Just twelve seconds separated the two crews.

In the Competition Fabrications Datsun 1600 Dave Feron/Anthony McLoughlin finished in fifth place seven seconds in arrears of Walk's Corolla. McLoughlin was fresh from the impressive third outright at the opening round of the Australian Championship at Coffs Harbour a fortnight earlier where he partnered his regular driver Stewart Reid.

The Bridgestone Gemini Challenge entry of Gavin Mosher/Simon Parker were holding their own in this category until a fuel problem and a subsequent time penalty for late arrival at a control handed over the Gemini win to

father and son Kelvin and Rodney Taylor.

Of the twenty or so retirements at Moby Vic's only four involved accidents. In addition to Dummett/Smith, Steve Ross and Debbie Dillon lost brakes in their Gemini at a TR@TJ that followed a fast straight. Scott Doyle and Larisa Skyring demolished their Escort among the trees also at the end of a long straight. Fortunately, none of the competitors involved in these accidents sustained any broken bones.

Eight ladies had entered the event and of these it was Sharon Swan, co-driving for Liam Mahoney in the ex-Craig Lucey/Del Garbett GT4 Celica who placed highest - eighth outright in fact, a commendable effort from a crew who hadn't competed for a couple of years. Eugene Rutland/Lynette Miller/Toyota Sprinter took 24th place while locals (Glasshouse Mountains) Paul Robison/Cheryl "Charlie" Thomson/Gemini finished in 26th position and seventh among the Bridgestone Gemini Challenge competitors. Justin and Cindy Derry took their KE70 Corolla to 38th ahead of the Gemini of Craig Hodgetts/Lisa Bolland in 40th. The rapid Mark Taylor/Robyn Ernst RX7

retired after three stages putting an end to what would potentially have been another of their consistently high-placed finishes.

The rally was special in as much as it attracted many past rally personalities to fill a number of roles. Competitors from as far back as a decade and a half and more were seen operating some of the fifty plus road blocks required to run the event. Indeed the 1972 Queensland Rally Champion made a return to the forest! "Minister for Rallying" Cameron Thompson was again co-driving, this time for Giles Gargan in a Lantra, and Clerk-of-Course for the Falken Tyres Rally Queensland, Errol Bailey, called the corners for son Michael in the striking Mazda RX2. The 1999 Moby Vic's Forest Rally attracted a huge interest from spectators, locals and passing tourists as well as television and print media, and planning is already under way for next year's event.

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JIMNA OFF ROAD EVENT

As mentioned in the April issue of 'Brisport' the third round of the Queensland (Long Course) Off Road Championship will be held at the property 'Kambala' at Jimna on the weekend of 29/30 May. For further information contact John Hammond on (07) 3886 0352 (home).

FIAT CLUB MOTORKHANA

The Marque Sports Car Club's annual grass motorkhana will be run by the Fiat Car Club on Sunday 30 May. It will be held at the Warrill View Pony Club grounds starting at 8.30 am and will have easy tests and no reversing. A barbecue lunch will be available at the venue. Further information can be obtained by calling Carl Stecher on (07) 3399 3638 (home).

FALKEN TYRES RALLY QLD

There is more information on this event elsewhere in this magazine so please keep the weekend of 5/6 June free. As this is the most important event that the Club runs during the year all Club members should

endeavour to be present either as competitors or officials. *There are still some positions available for officials so anybody available to help should contact Esme at the Clubrooms.*

SPRINT MEETING - LAKESIDE

The Marque Sports Car Club is running a Sprint Meeting at Lakeside on Saturday 12 June and BSCC members are invited. Scrutiny is from 7.00 am with timed runs starting at 8.00 am. Competitors will get a number of timed runs, each run consisting of 4 or 5 flying laps (depending on the entry numbers) with the event finishing at 12.00 noon. For further information contact Carl Stecher on (07) 3399 3638 (home).

IPSWICH AUTOCROSS

Ipswich West Moreton Auto Club is running their next Autocross on Monday 14 June, the Monday of the Queen's Birthday long weekend. Scrutiny is from 8.00 am with timed runs commencing from 10.00am. Each timed run consists of one standing and one flying lap of the Willowbank track

and all competitors should get 5 or 6 timed runs. The event should finish at approximately 3.00pm. For further information contact Bradley Fowler on (07) 3812 0085.

NEXT TABLE TOP RALLY

The second round of the Nash Glass and Aluminium Table Top Rally Series will be held at the Clubrooms on Wednesday 16 June commencing at 8.00 pm. A Table Top Rally is basically a map reading exercise where competitors are given a set of instructions and a map and have to plot their route. The route instructions are similar to those used in Historic Rallies, but competitors in all types of events can benefit by improving their map reading skills (also handy for Service Crews). For further information contact Dick Owen on (07) 3379 8430.

PORSCHE CLUB NIGHT RUN

The next round of the Interclub Night Run Series coordinated by the Marque Sports Car Club will be run by the Porsche Car Club on Friday 18 June. The start location



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is the K-Mart carpark at Cannon Hill and start time is 7.30 pm. Results in this event count towards the 1999 BSCC Night Run Championship. For further information contact Carl Stecher on (07) 3399 3638 (home).

KCF RALLYSPRINT

The second round of the 1999 KCF Rallysport Rallysprint Series will be held on Saturday 19 June. This event will use new roads in the Twins area (part of Beerburrum Forest) with two special stages each of approximately 7.00 km. Competitors get 2 reconnaissance runs and three timed runs over each stage. Scrutiny is at KCF Rallysport at Kippa Ring on the Thursday night before the event, or at 10.00am on the day of the event for out-of-town competitors. Event Headquarters will again be at the Elimbah Sportsground with the first recce run starting at 1.00 pm and the event finishing by 7.00 pm. *For further information contact Chris Corbee on 0414 537 909 or (07) 3351 4204 (home).*



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OPENING OF WILLOWBANK RACING CIRCUIT

Motor Racing on the bitumen circuit does not normally make it into 'Coming Events' in Brisport but Sunday 20 June will see Australian motor sport history being made with the first meeting at the new Queensland Raceway at Willowbank near Ipswich. This is something that has not happened in over thirty years as the last permanent racing circuits constructed in Queensland were Lakeside in 1961 and Surfers Paradise in 1966. The track is 3.0 kilometres long and ultra fast. With a round of the Touring Car Championship later in the year it is likely that a number of the V8s will use this opening meeting to get some practice. *For further information contact Tony Slattery on (07) 3391 3022 (home).*

HOLDEN SPORTING CAR CLUB NIGHT RUN

The Holden Sporting Car Club is organising a Night Run on Friday 25 June, starting at 7.30 pm from Armstrong Holden at Woolloongabba. This event is not part of the BSCC Night Run Championship but will still be a good event for crews to gain practice in this type of event. *For further information contact Scott Doyle on (07) 3376 0637 (home).*

TOURING ROAD RALLY DAY

BSCC is conducting a course for competitors in Touring Road Rallies on Saturday 26 June. This will consist of an instruction course at the Clubrooms from 9.00 am to 12.00 noon covering aspects of car and crew preparation, timing and route instructions - followed by a short (approximately 120 km) rally from 1.00pm to 4.00 pm using the skills learned in the morning session. Everybody is welcome and nominations will be accepted on the day. People can come to either the morning or the afternoon session or both. A similar course is planned for Sunday 1 August for anybody unable to attend the first course. *For further information contact Andrew Owen on (07) 3379 8302 (home).*

GATTON LONG COURSE OFF ROAD EVENT

The fourth round of the Queensland (Long Course) Off Road Championship will be held at Gatton on the weekend of 3/4 July and will be organised by the BSCC. Reconnaissance and Prologue will be held on the Saturday with the main event consisting of 6 laps of the course being run on the Sunday commencing at approximately 9.00 am. To get to the venue, head west along the Warrego Highway, turn right at the Esk Sign just after the Gatton College overbridge, travel approximately 20 km, turn left at the Buaralpa District turnoff and follow the BSCC signs. Officials are also needed for this event. *For further information contact Rod Sams on (07) 3345 9075 (home).*

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As a result of the small crash (*small!!...are you sure you were there, Tom?...Ed.*) we had at the Moby Vic's Forest Rally on Saturday 24 April, I received lots of calls from friends and fellow rallyists asking just what had happened and if Bruce and I were still okay. More to the point, was the mighty 'Silver Bullet' going to pull through?? Given that I am a member of the 'Brisport Editorial SubCommittee', I thought I'd tell the story the way I saw it. It goes kinda like this.....

We had drawn Car 1 for the event in the 'Nambour Radiator Works' Evolution 3 PRC Lancer, in front of who we considered to be our main opposition Andrew Theo/Rob Tindal in the Evo 1 version. At the first local round of the Rallysprint Series based out of Elimbah, we took the car along for a squirt after it's end of year rebuild and had a ball. Unfortunately it was clearly down on power over 5000 rpm and we could only manage second on the day to Andrew/Rob.

I think in the back of our minds we contemplated competing at Moby Vic's, and after plans to go to Coff's Harbour fell over we decided this would be an ideal event to shake down the car before the ARC Super Series round here in our home state. Over just 80 km and eight stages, it was just like a single heat of the Super Series anyway!! The roads chosen by Peter Baker, Michelle Gatton and Wayne Johnston were traditional quick and straight Beerburum Roads and in fact some were the same as used in the Sprint some eight weeks before.

On a beautiful day at Moby Vic's rest stop on the highway, my day started well when I won a coffee mug from the enormously gorgeous 'Dairy Farmers' promo girl. The day looked great and we were looking forward to a good event. Wouldn't you know it, we tied with the other Lancer on the first stage (to the second), and over SS2 the timesheet said Andrew cleaned us up by 32 seconds! Oh well, we thought, then I remembered that the 'Actual Start' official only had a watch and his time was different to 'rally time' - we agreed to start us by my watch and then I think the balance of the field was possibly started some portion of time out of sync. These things happen and we reported the matter to the

CRO and COC who said they would CIO ('check it out'). Oh well, we again thought, we'll just have to drive faster to catch up the time on the road.

On SS3 we grabbed back 2 seconds and on SS4 we grabbed another 16 to narrow the gap to just 14 seconds at the regroup - with another 4 stages to go. On SS5 we removed about another seven seconds and Andrew said he couldn't see how Brucie had done it. Mr Dummett was driving extremely well - he was taking the corners and changes of direction like a legend and his lines were generous at times but we never looked to be in any nasty situations. It was just very good driving!

On SS6 we were at 8.25 km or so and the call was 'Road goes right over crest.' That was fine and then about 100 metres down the road was another crest, and until we got on top of that crest we didn't realise the road really tucked in right, much tighter than the bend before. Bruce elected to virtually drive off the left-hand verge of the road, rather than try to turn it in for fear of rolling it into a small ball. Due to the elevation of the road, we launched and I believe we bounced once before snorting a grader bank with the front of the car. The sudden dramatic stop caused the damage, both to the car and to the inhabitants. The car then again was bounced into the air somehow and ended up facing the opposite direction.

As soon as we did the big impact, I knew I was hurt due to the intense discomfort in my chest, and Brucie didn't sound too great either. We extricated ourselves from the vehicle and I was woozy, so I found a safe-ish spot and sat down. A couple on a nearby roadblock, whose names I don't know came to see us and the female half of the team (a true Florence Nightingale) suggested that due to my whitish/grey complexion I might be better off to lie down. "Okay, that's fine by me!" I said, as Bruce ran around phoning the service crew and C-of-C and putting out the triangles.

Eventually the adrenalin wore off and he said "Ouch, my neck hurts!" He lied down too, and it was then we discovered that if we tried to get ourselves up, it hurt even more - so we stayed there! Unfortunately the ambulance had to be called and we

were trussed up like Christmas chickens and given the choice of Caboolture or Nambour hospitals for a check-up. Caboolture really was no advantage to either of us so we headed for Brucie's home town. The Ambos were very professional and considerate and put the old neck braces on us both, along with the two-piece stretcher under us to get us into the vehicle.

I had honestly never even been in an ambulance before, but twenty years of subscriptions saw me always prepared! At Nambour we waited in the Casualty ward with some other folks like the guy who had hurt his neck at football that day, and the other guy who had all sorts of stories to tell about life, the Universe and everything else. It's amazing, but when you tell them it was a rally car accident, they all know what a rally car is and they've seen them on TV. I guess that's good, even when you're lying immobile in a freezing cold waiting room. Every little while, a nurse or a medical person would introduce themselves and say they would be looking after us.

Eventually a doctor came and checked us out and asked the same questions again and after I had an ECG to check if my heart was still in the right place (apparently in an impact accident they tend to move around), they said we could go. Bruce's wife Cathy took us home to the Dummett residence where Richard our faithful Service Chief had taken my car and after a coffee and a chat I drove home to Brissy. The hospital took no x-rays of either of us and Bruce was looking and feeling better, whilst I was feeling stiff but basically mobile.

That's about it, except that when I rang Brucie the next morning he was out pulling the car apart to get it fixed straight away. I decided during the next week to see my own doctor, who suggested x-rays would be a good idea seeing that I was not as mobile as I first thought!! They revealed a cracked sternum and a holiday from rallying for 2 months which means that I won't be competing in the home-state ARC round. That's okay, as I (and Bruce) had decided that I wouldn't get back into any rally car till I was 100% fit - fart smellas, we are!! It was certainly an experience to remember, and remember good preparation and safety equipment counts for a lot!!!!

HISTORICAL HEROS

I could not help but notice a report in the last issue of Australian Rallysport News regarding a giant-killing performance by two of the unsung heros of Historical Rallying in Queensland. I speak of course, about Ian Ferguson (Mr Saab) and Andrew Owen who travelled south to the 'Riverina Run' organised by the Wagga and District Car Club.

Out of a 42 car field, Ian and Andrew took their Saab 99 EMS to a secure victory over a route from Marulan (south of Sydney) to Wagga Wagga in Riverina NSW, then back to Marulan - a total of over 900 km. By the time the team reached the finish they had incurred just 14 minutes/points of penalties, four points clear of the next best crew. I am unsure if this is the start of another great pairing or whether Andrew was just in the right place at the right time to join Ian. Regardless, they achieved a great success and congratulations to them both.

As they say in Sweden (home of the Saab), "Vairry Welllll Dun, bois. You sher did stikit uppem." Rule the mighty Saab!!! - Tom Smith

RALLY OFFICIALS SCHOOL

The first of two schools scheduled for May 6th and 20th has been held. Approximately twenty people turned up at the BSCC with the aim of standardising procedures for rally officials. While not many people can become experts from a presentation of a couple of hours duration, many of the priority topics were covered and the evening was considered well worth the effort and as such a success. Principally focused on Falken Tyres Rally Qld most of the methods discussed by convenor Del Garbett can be employed at other events. The two night format was mainly to give those intending to come along a choice of two dates. However, although the format will largely be similar for the presentation on May 20th, there will be some additional content. So, if you feel like coming along for a second time you are most welcome. Contact Del Garbett on 07 38081538 a/h.

NEW WEBSITES

A couple of new internet sites have come on line and are definitely worth more than a cursory glance.

The site www.rally.com.au takes over where www.rallysport.aust.com leaves off. It hosts the 1999 ARC and the pages dedicated to Coffs Harbour were quite impressive. Gareth Monaghan is the contact and he can be emailed at garfm@ozemail.com.au

GSA Roadsafe have a site under construction so keep an eye out for the finished product at www.gsad.com.au (email: gsa@gsad.com.au) to see what products and services George Shephard's organisation has to offer BSCC members.

Also under construction is a site for Donna and Jeff Kilbride and the Silverstone Rally Team Australia. As Brisport goes to press this one is still in its infant stages - more information can be obtained by contacting Club Captain Peter Garbett 07 3808 1538 (a/h) or email: pgarbett@squirrel.com.au.

Blair M. Salter

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COFF'S HARBOUR - WHAT A WASHOUT!

by Tom Smith

Quite frankly, it was the right decision by Bob Halpin to continue with heat 1 of the Coff's Harbour ARC Super Series, despite the weather. When so many people come from all over the country, and media commitments have been made so far in advance, it just isn't like the old days when you cancelled an ARC on the day before the rally! The weather had been pretty bad for some time so we were told but most of the field who attempted recce, got through the majority of the roads although some were naturally worse than others.

I elected to head down to assist with service for the Gaosdoue/Weston crew - one of the more highly favoured Queensland and Group N crews in the trusty Evolution 3 'Hilleng' Lancer. I figured that I had been going to Coff's every year since about 1991 in some capacity or another - either spectator, competitor or service crew member and I wasn't missing this one. It's only five and a half hours drive for goodness' sake and as usual I worried about getting back to Brisbane when I got down to Coff's.

We arrived on the Thursday afternoon, picked up a 2wd Hilux renter and wandered over in the moist conditions to do the paperwork, seeing the same familiar faces on the officials desk that we see every year. Friday dawned rather wet, but John and Glen set off to do their recce business in good humour. Meanwhile we settled down to a leisurely brekky and got the rally car ready for both turbo checking and scrutiny. At about 9.30 am we get a phone call on my mobile phone - strange thing that, because mine's Vodaphone and it seems to only work when I hold it in a very strange position. Anyway, John was stuck and had thrown the Hilux off the side of a cliff or something!! We jumped into crew member Col's Holden V6-powered Pajero and set off to Settlement Road to rescue them. They had been towed to safety, but the Hilux was going no further so we swapped rigs - sensible thought that! John and Glen continued and we returned to hose off 400kg of wet sticky mud before it set.

Saturday dawned even more moist than the day before and John and Glen finished the Showground Special Stage with what appeared to be a broken front right driveshaft, although we didn't realise until the road section to the first forest stage! John drove that one in 2wd and after we diagnosed the fault drove the next in 2wd before the next service where it was changed over.

The next stage took them through to Woolgoolga for a regroup and major service and that was the only stage the car completed in rallyable condition - their time was much better, about eighth outright. On the event's longest stage, 'Arrawarra' - home of the banana plantation jumps, the coil/ignition lead came loose and John stopped twice to reconnect it, the second time sinking in the mud on the verge of the road where he could not find the traction to recover. I think another eight crews retired on the same stage!!

We got everything ready for Sunday, but approached the HQ to be told to go back to bed. Five inches of overnight rain had told

the tale.

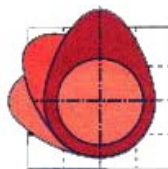
It's now history that the event was shortened and we headed back to Queensland with the rally car in tow, leaving Johnny behind to play 'Colin McRae Rally' on the Playstation. Despite the weather, it was a great weekend!!!!!!

IN BRIEF

Although she's been co-ordinator of a rallysprint series in the eighties, an event secretary, CRO, co-driver, control official, course car navigator, guest speaker, and so on ad infinitum, Del Garbett has now volunteered to move a step closer to becoming a Clerk-of-Course. At the recent BSCC Board meeting Del agreed to fill the role of Deputy Clerk-of-Course for this year's Bailey Powerlines Rally. Del and C-of-C David Nash should make a formidable team! Perhaps Del read the plea in last months Brisport for potential Clerks-of-Course - anyone else want to follow Del's lead?.../PG

GUEST SPEAKERS & VIDEO NIGHTS ...

The Board is currently negotiating with a number of persons with the intention of enlisting them to come along once a month as guest speakers. We expect that in the not to distant future the first of these nights will go ahead. Keep an eye on Tony Best's "Coming Events" column for the first of these. Also keep an eye on Tony's column for video nights. I'm planning on bringing out a collection of videos featuring local events from the early to mid eighties. There is a series of these so they should spread over a few Wednesday nights and bring back a few memories and laughs..../PG



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Stuff for Sale!

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1st P3 & 4th Outright in the 1998 QRC. Four throttle injected 2.0l with good horsepower, straight cut close ratio 5 speed limited slip 4.5:1 diff, 4 wheel discs and pedal box, Proflex suspension, underbody protection, Momo seats, Sabelt 3" harnesses, light pod, 10 wheels, 15 tyres, lots of spares. Nothing to spend. Ready for results in Qld F2 Championship or Junior Challenge. \$14,000. Phone Richard Galley on (07) 3888 0125 (b/h) or 0412 370 354.

FOR SALE

Mazda Capella Rally Car

Set up for sprints or long distance. 2000cc motor, racing clutch and LSD, VHF radio, trip meter, 8 mag wheels, plenty of good tyres and lots of spares. \$3,000. Phone John Meehan on (07) 3367 1388 (bus) or 0418 194 846.

FOR SALE

- Datsun R180 diff, 4.6 ratio, new cone locker mechanism, excellent condition - \$560.
 - Second hand Maxport rally tyres 205x60x15 - \$50 each.
- Phone Ray Curtis on (07) 5446 6145.

FOR SALE

1990 Mitsubishi Lancer 4WD

16V Twin Cam MPI Current rally rego Never damaged 90,000 klms Spare rims & tyres. \$8500. Phone Geoff Cook on (07) 5520 0455 (b/h) or (07) 5535 7769 (a/h).

FOR SALE

Mazda 323 \$9,500. Phone Glen Duthie on 5482 8298 (home).

Daihatsu Charade \$11,000. Phone Mark on 3207 3404 (a/h)

See the March or April 1999 Brisport for further details on these items.

FOR SALE RALLY TYRES SILVERSTONE * FALKEN

13, 14, 15 inch sizes - from \$50
New & Used Tyres

Ph: Jeff Kilbride on
(07) 3266 2333 or 0407 749 827

FOR SALE

1968 Datsun 1600

For restoration or spare parts. New tyres all round on Stanza SSS mags, 5 speed gear box, slightly raised suspension, a 1800 motor with Gem engines warranty certificate, near new radiator, nice spoiler kit, powered breaking system, laminated windscreen, panels in good shape and some spares to go also. \$800. Phone Rob on (07) 3372 4129.

Stuff Wanted!

2nd hand tyres to suit Gemini (Bridgestone RE46R 165SR13)
2nd hand Terraphones
2 x 2nd hand Rally seats
Contact Jamie Carruthers on 0418 739 181

Terratrip (any model). Contact Bradley Gilliam 0417 002 335 or 3341 8978.

Engine Management Computer ie: Motec, Haltec, Autronics, etc.
Contact Mark Moddejongen on (07) 3881 0061 (work) or 0417 604 426.

OPPORTUNITY TO JOIN..

SILVERSTONE Rally Team Australia

An opportunity exists to join Silverstone Rally Team Australia for its assault on the Formula 2 Class in Round 2 of the 1999 Australian Rally Championship at Caloundra in June.

The Team is looking for an enthusiastic person to assist the Service Manager prior to and during the event which will be held early in June - commencing with a Media Day on Thursday 3rd, Scrutineering on Friday 4th, and the event proper on Saturday and Sunday 5th & 6th. The Gala Presentation Ceremony will take place at Caloundra Civic Centre on the evening of Sunday 6th.

The Team will be accommodated at the luxurious "Windward Passage" apartments just 200 metres from Rally Headquarters from Thursday 3rd through until Monday 7th.

Some mechanical knowledge would be an advantage but is not essential. The car is the Group A Toyota Corolla AE102 as campaigned by Simon Evans in Australia and New Zealand over the past couple of seasons.

Those interested should contact any of the following:

Jeff Kilbride 0407 749 827
Donna Kilbride 07 3889 0339
Peter Garbett 07 3808 1538

WANTED

PERSONNEL

Do **YOU** have what it takes to help run BSCC's premier rallying event
- Queensland's Round of the Australian Rally Championship?

We believe you do - Everyone of you who are reading this article has the ability to help and we ask that YOU contact us **AS SOON AS POSSIBLE** about helping out on this prestigious event.

Specifically we are looking for -

- People to help at the Sunday evening **Awards Ceremony**
- People to help operate the **Event Headquarters** (*those with some clerical skills will find this an advantage*)
- People to join the **Scoring Team** (*those with some experience in this area would be preferred*)

In addition we are on the lookout for personnel to carry out general duties all of which are essential to the successful running of this, the most significant event on our calendar!

The event, the 1999 Falken Tyres Rally Queensland, is to be based at the Oasis Resort at Caloundra on the weekend of 5th & 6th June.

Personnel will be required from Wednesday 2 to Monday 7 June - If YOU are able to help out in any of the roles above on ANY or all of the dates above then please contact the Event Secretary Kerrie Hollington on (07) 3356 1230 or the BSCC Administration Officer Esme Gibson on (07) 3846 0233.

We look forward to hearing from

YOU !!!

