

BRISPORT

THE NEWSLETTER OF THE
BRISBANE SPORTING CAR CLUB.

WEST END. PHONE 3846 0233.



June 2001 Newsletter



Another successful running of
the Rally of Queensland, with
Possum Bourne scoring
Outright victory at the 2001
Rally Queensland, leading
home Neal Bates during both
Heats.

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Rally Qld Report and Results inside

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FALKEN Rally Queensland 2001



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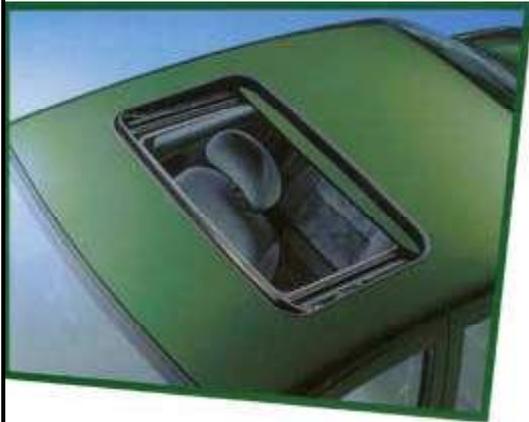
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THE CLUB CAPTAIN'S CORNER

BY DEL GARBETT

The Falken Tyres Rally Team has a new addition.

Our Team Manager Reg and his lovely wife Cal have brought another Shephard into the world. Kayd Addison was born 7lb 2oz on 31 May. Congratulations to Reg and Cal and good timing, Reg. You won't miss out on Rally Queensland.

There was a good turn up for our Rally School held on 8 June. We had about 38 people attend. It was excellent to see so many new competitors; and experienced competitors come along as well. We may try a more hands-on school next time and take you out into the field. I have started the Bailey Powerlines Rally and have found some new roads, so it is looking good for another exciting Baileys coming up in September.

There has been a lot of talk lately about drugs in our sport and this will be one of Rally Panels' discussions next meeting. I will keep you informed next report As always I am running out of time to do things before Rally Queensland.

So, see you out in the forest.

Del

Reids Rotten Run

Stewart Reid and Anthony McLoughlin had high hopes of a trouble free Falken Tyres Rally of Queensland but unfortunately it was not to be. Engine failure robbed the local Queensland duo of any chance to get some points on the board for the Stewart Reid Rallysport team for 2001.

The day started well with some good times early on the shorter stages but as the rally moved in to the longer stages before lunch the car become slower and eventually on Stage 5 the engine let go.

The circumstances are eerily similar to those at the Rally of Canberra, the last round of the championship. If the team is to make the start line for the Rally of SA many long hours in the workshop are needed.



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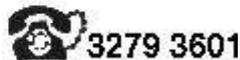
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Pyuvaara Aussie Car Pace Setter In Rally Qld

Team Release

In a magnificent performance Paul Pyuvaara with Lyndall Drake calling the notes have shown just how quick the 3,2,1 GO Rallying! ute is, winning 10 out of 17 stages in a closely contested Aussie Car battle in this year's Rally Queensland. Heat 1 saw the team totally committed, winning the majority of stages. "How fast was that!" commented Pyuvaara at the end of the day. "Having Lyndall's experience and confidence in the car was fabulous. We really committed into every corner and didn't put a foot wrong. The team has performed brilliantly and to come away with a win today was a great result."

As always Ralph the rally dog was a crowd favourite and the team headed into heat two to show again just how quick a ute can be. The day however turned into a bitter sweet result - a broken gearbox still seeing the team setting quickest times but unfortunately losing time changing to the spare. Some seriously committed driving saw the team climb back to second, again the quickest of the Aussie cars, reeling in Menzies who had a 25 second lead following the gearbox change. With a two second lead over Menzies and thirty seconds to catch up on Winwood the team entered the final Malewondi stage with a view to drive at eleven tenths, however at the 4km mark a puncture saw luck deal the cruelest blow and the team lost five minutes, as well as second place to finish third for the heat.

"To have driven so hard and then to come back from this morning's dramas it is a real disappointment not to have won the week-end outright," commented Pyuvaara. "We are however extremely pleased to have been the pace setter all week-end and would like to take this opportunity to thank Lyndall for coming on board at such short notice. Unfortunately it looks as though we will be unable to have a shot at retaining our title as the budget is pretty much dried up - we have enough left to compete in one more round - perhaps luck will be on our side and we can take the two heat wins there. We certainly have the pace."

The team will sit out South Australia unless funds can be found in the next few days but will continue to chase some leads in the hope of completing the rest of the ARC rounds.



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COMING EVENTS

To submit events, please contact Tony Best on 3371 0367 before the 8th of the month

CHANGES TO THE MOTORSPORT CALENDAR

The ICET Group Forest Rally, originally planned for 7 April, and postponed because of the wet weather, will now be held on Saturday 13 October, mid-way between the Bailey Powerlines Rally and the third round of the KCF Series.

The organisers of the Gold Coast Tourist Trophy have abandoned their idea of running a three-day bitumen Special Stage Rally, but are planning to run a bitumen RallySprint on their originally planned date, the weekend of the 11-12 August.

There will be more information on these events in the next issue of Brisport.

BSCC EVENTS FOR THE REMAINDER OF THE YEAR

There will be seven more events to be held this year, as listed below:

28 July	Round 2, KCF Short Course Rally Series
11/12 August	German Autos Enduro Gatton
18 August	Leyburn Road Rally
15 September	Bailey Powerlines Rally
20 October	Wallangarra Road Rally
10 November	Round 3, KCF Short Course Rally Series
1 December	Keema Classic Rally Gallangowan

GYMPIE OFF ROAD EVENT

The Gympie Auto Sports Club is running a multi-club Short Course Off Road Event on the weekend of the 23-24 June.

Competition will be held on the Saturday afternoon, Saturday night, and Sunday morning.

For further information contact Kevin Lawrence on 54829154(home).

IPSWICH AUTOCROSS

This event will be the second round of the 2001 Interclub Team Challenge, in which BSCC will be entering a team of five cars (or two teams if we can get ten competitors).

It will be held on Sunday 24 June at the Willowbank dirt circuit.

For further information contact Don Power on 32021586(home).

Henry Ryman is co-ordinating the BSCC team (or teams) and can be contacted on 46340615 (home).

Our Club did quite well in the first round of the Interclub Team Challenge, and with consistent places in all rounds could easily win the Series.

GUEST SPEAKER AT CLUBROOMS

Jim Reddiex is the next Guest Speaker and will be speaking at the Clubrooms on Wednesday 27 June, commencing at 8pm.

Jim has been a competitor for many years and is also a former Club President and Clerk of Course on many Club Events.

He is probably best known for his win in the London-Sahara-Munich Rally in 1974, which is regarded by many people as the toughest car rally ever held.

It was good to see a big crowd at the Clubrooms to listen to Greg Carr, and hopefully this trend will continue.

HOLDEN SPORTING CAR CLUB NIGHT RUN

The Holden Sporting Car Club will be organising a Night Run on Friday 29 June.

Start time is 7.30pm and the start location is Armstrong Holden in Ipswich Road Woolloongabba.

For further information contact Scott Doyle on 33670637(home).

TROPHY PRESENTATION FOR FULCRUM SUSPENSIONS COASTAL CHALLENGE

This will take place at the BSCC Clubrooms Montague Road West End on Wednesday 4 July, commencing at 8pm.

In addition to the presentation, a video of an overseas Historic Rally will be shown.

All Club members are welcome to attend. Attendance is not restricted to competitors in Historic Rallies or Touring Road Events.

COMING EVENTS

To submit events, please contact Tony Best on 3371 0367 before the 8th of the month

HOLDENSPORTING CAR CLUB MOTORKHANA

This event is the third round of the 2001 Interclub Team Challenge and will be held on the bitumen at Queensland Raceway Willowbank on Sunday 8 July.

A team of five cars from BSCC will be entered (or two teams if we can get ten cars). It is permitted for a number of drivers to share a car.

For further information contact Scott Doyle on 33760637 (home). BSCC Members interested in being in the Club Team should contact Henry Ryman on 46340615 (home).

TOWNSVILLE RALLY

The North Queensland Forest Rally will be the fourth round of the Queensland Rally Championship, also a round of the Philcomm Communications Clubman Rally Championship and the Keema Automotive Group Formula 2 Rally Championship.

It will be held on the weekend of the 14-15 July with the Media Day from lunch time on the Friday and Scrutineering on the Friday evening.

The start will be at Townsville at 9.30am the Saturday. There will be an overnight stop at Cardwell with a re-start on the Sunday morning and a finish at Cardwell at approximately 3.30pm.

The organisers have put a lot of work into this event and are hoping for good support from competitors based in South East Queensland and Northern NSW.

For further information contact Steve Cruttenden on 0428 618125 (anytime).

CLUB VISIT TO GSA WHOLESALE SUSPENSION

Following on from a couple of successful evenings at the Clubrooms where George Shephard has talked about suspension on modern-day competition and road cars, George has invited Club members for a visit to his workshop on Wednesday 18 July.

George will be giving some practical demonstrations of how shock absorbers are tested and how new valves are put in them and how they can be improved. He will also be showing how his team prepares their rally cars.

The GSA Wholesale Suspension workshop is situated at 7 Aranda Street Slacks Creek. Start time is 7.30pm.

MARQUE SPORTS CAR CLUB NIGHT RUN

The next round of the Interclub Night Run Series will be held on Friday 20 July. This will start at 7.30pm from the K-Mart Car Park at Cannon Hill.

For further information contact Carl Stecher on 33993638 (home).

KEMPSEY OFF ROAD EVENT

Macleay Motor Sports is running the annual 'Powerhouse 500' Long Course Off Road Event on the weekend of 21-22 July.

This event is the second round of the 2001 Australian Off Road Championship.

The lap distance will be approximately 40 kilometres and competitors will have two laps on the Saturday, three laps on the Sunday morning, and three laps on the Sunday afternoon.

Scrutineering will be on the Friday before the event, but will also be available at German Autos in Brisbane on Tuesday 17 July from 6pm to 9pm.

For further information contact Maurie Fuller on 02 6562 1366 (home).

SHORT COURSE RALLY

The second round of the 2001 KCF Rallysport Short Course Rally Series will be held on Saturday 28 July. This event will again be held at Jimna.

Reconnaissance is from 10.30am with the Special Stages at 1pm. Competitors will have two reconnaissance runs and three timed runs over the two Special Stages. The Stages will be shorter than those on the January event to allow for the earlier sunset.

The Jimna Sports Club will again be doing the catering.

For further information contact Craig Porter on 33766563 (home).

Clubman Corner

Gladstone – Well Worth the Drive

The thought of a seven hour drive, made me think twice before parting with the entry fee, but boy I'm glad I did! After a long weekend, full of awesome racing, first class roads, and the bonding between driver, co-driver and crew made the effort of getting there fade into insignificance.

Day One. 3am start- the adventure begins. Quiet roads, cool driving conditions, and good company made the trip surprisingly pleasant. Definitely not the tedious marathon I had envisaged. On arrival, check into the motel – another pleasant surprise. We've lucked out and got the penthouse of possibly the highest building in Gladstone; panoramic view of Gladstone, hinterland and harbour – stunning! Rally Headquarters is only 100 metres away, and we have undercover parking for rally car and support vehicle – things are looking good.

After stowing our gear, we headed off to scrutineering. The ten minute drive included a basic familiarization of the layout of Gladstone. Scrutineering gave us our first insight into the organisational mindset that helped to make the whole weekend such a positive experience. Whilst scrutineering was thorough, and produced a couple of useful suggestions, the 'nothing is too much trouble, and how can we help you' attitude that seemed to come from everyone we can in contact with, actually made scrutineering enjoyable! The sausage sizzle was a nice touch as well. After the car had been checked out, we were invited to have an unofficial play at the 'Media Stage', a revised version of what would be the first stage of the rally. Wild horses wouldn't have been able to stop me! The Media Stage was just a five minute drive away, on the outskirts of Gladstone and what a neat little set up

was. The stage was flanked on two sides by elevated viewing mounds, and almost the whole stage could be viewed from these banks. The stage itself, whilst limited in area, still managed to provide a reasonable mix of short and medium length straights, open and closed radius corners, and even a couple of chicanes. Several runs through the course had not only cleared the cobwebs, and got the juices flowing, but it also highlighted a problem with the car that otherwise would have put us out of the Rally.

One the trip back to the motel, a distinct wander began to develop in the rear end of the bearmobile, and by the time we reached the motel the diff was floating so badly that the tyres were binding in the tubs. A quick inspection had our hearts sinking. The rose joint where the upper trailing arm attaches to the body had not only torn off, but had buckled and ripped. Definitely not a five minute job with a stick welder! Disaster had struck – we were 600 kilometres from home, a Parc Ferme deadline looming, and a broken car. A phone call to the Race Director soon had our spirits back on track. Within two minutes he had arranged for Bill, the local exhaust shop proprietor, to open his workshop and see if effective repairs could be carried out. In a flurry of activity the damage was assed, repaired and reinforced to make it as good as new. You can imagine the level of our gratitude. If not for the diligent efforts of Bill, and access to his workshop, our weekend would have been over before it started! The social aspect of the weekend, which had started at scrutineering, kicked into overdrive at the barbeque/buffet-style function at Rally Headquarters in the evening. A good night was had by most.

Day Two. Glorious weather greeted the competitors for the start of race day. Stage One was a revised version of the previous days' Media Stage. Tight and demanding, it gave us no insight into the speed and intimidation of the stages that were to follow.

Stage two. Shire roads, at times four lanes wide, with long straights. Fifth gear, full noise over crests. Wow! Were we putting some faith into the accuracy of the road book. Level

(continued on page 10)

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of commitment – intense. The road surface was predominantly hard and flat, with a sprinkling of pea gravel, which added just a touch of spice to over the crest bends! Most of the competitors completed the stage without too much drama. Average road speeds – terrifying!

Stage three. More of the same, good roads, high speeds, and a lot of fun.

Stage four. Forty kilometres – fast, exhilarating and, unfortunately for a few, costly. The terrain was similar to the previous stages, but getting tighter. The bends over crests were getting sharper and the road was also getting narrower. The speed of the preceding stages had to tempered with a higher level of self preservation. Because of the speeds, margins for error were very small. Several competitors paid the price, and some very pretty and competitive race cars were victims of stage four. By the end of the stage, some distinct patterns were developing in the leader board. The Carrigans were showing their class at the pointy end of the field.

Expatriot Kiwi Allan Griffin was bleeding in a new co-driver, but was still putting in some blistering times in his Stanza. Father and sone, Trevor and Luke Mott had both entered well presented cars that wre flying. Luke had secured the services of Nikki Doyle as co-driver, and on most stages had been producing lower times than his Dads' 4WD Mitsubishi Galent. Unfortunately what had started as a good day for the Motts ended in disaster. Luke crashed out of the event, and later in the evening, his father injured his back after an awkward landing over a jump, and had to be removed from stage Eleven by ambulance. We all wish him a speedy recovery. Stage Four also saw the demise of Matt Van Truins' well prepared Suzuki Swift. Judging by the level of damage to his car, I would guess that the last few secons of Matts race would have been fairly interesting.

Young Buckmanis was another victim of Stage Four, although mechanical gremlins may have been the cause. Most competitors got to try out their windscreen wipers on Stage Four, and some slippery spots caused a few anxious moments for those towards the rear of the field. The Stage ended with a section of bitumen, and several competitors commented that it was the first time they had raced on this type of surface. The heavens opened on the tail of the field, and the end of Stage refuelling was a hurried affair for those toward the rear of the field.

Stage Five. The beginning of the forest stages. The rainstorms that had brushed Stage Four had given the forest stages a good soaking. The three minute intervals that we had enjoyed were shortened to two minutes, as dust would no longer be an issue. Other than leaving a few puddles, the rain didn't cause much grief at all. Overcast skies made in-car temperatures quite pleasant,

and the moist track conditions actually improved traction, and helped to keep tyre temps down. The social aspect at the back of the pack became almost exhausting. The wait all the beginning of each stage became a group debriefing of the previous stage. Wide eyed enthusiasm, and only a moderate amount of embellishment, made these stage end chats a major highlight of the event. The bits of Kalpower Forest that we saw were amazing. Generally track conditions were considerably better than we were used to running on. The tracks were, for the most part, smooth, corners were well sighted and I can't recall any 'handgrenade' bends.

Stages Six and Seven. Similar to Stage Five, good quality forest stages that were demanding, but good fun to attack. Tao Cooper (pronounced Two-Ahh) had been putting up a giant killing performance in his free revving P1 Sunny, until the end of Stage Six, when a holed radiator put an end to his rally, and robbed him of a certain class win.

At the end of Stage Seven, the cars were put in the pound, and the competitors feasted on 'cooked on the Barbie' hamburgers. Later back in Gladstone, Rally Headquarters hosted a social evening that kicked on till the small hours.

Final Results – Clubman

Carrigan / Carrigan	P2	TX3	1 st Outright
1 st in Class			
Griffin / Smith	P3	Stanza	2 nd Outright
1 st in Class			
T Mott / Miller	P6	Galant	3 rd Outright
Class			1 st in Class

For all those who finished, Gladstone would have to rate as a rally that will be hard to top this season. Three minute intervals, pleasant and enthusiastic officials (even the CAMS officials were reported to have cracked a smile), a wide variety of challenging road conditions, and a special 'away from home' atmosphere made Gladstone an absolute corker. For those who didn't finish, the real shame is that most didn't get to see the 'Jewel of Gladstone' – Kalpower Forest, and a lot of effort went unrewarded. Maybe next year.

Remember – keep it upright, and out of the habitat.

K. Bear

FALKEN Rally Queensland 2001

Possum Bourne has scored Outright victory at the 2001 Rally Queensland, leading home Neal Bates during both Heats. Bourne steered clear of the mechanical gremlins that have hampered the Impreza World Rally Car during the first two Rounds of the Australian Championship while Bates could only look on as the Subaru driver demolished the field.

In Group N Cody Crocker rescued his weekend with a Heat 2 win after last stage dramas during Heat 1 relegated the Production Subaru to the back of the top 20. Crocker powered over Sundays' 7 special stages to finish 30 seconds ahead of Ordynski who performed consistently but couldn't match the outright pace of Crocker's Impreza WRX. Ordynski, however, claimed third Outright following Bourne and Bates. Behind the leading factory cars a battle royale waged between the leading Privateer Production competitors for the final Group N placing, Simon Evans finally overcoming Mark Thompson for the position while Scott Pedder backed up his impressive Heat 1 result with 4th Outright for the weekend and the leading Privateer award.



In the battle for the Aussie Car Class Steve Winwood overcame gearbox dramas, including losing second gear in his main gearbox, swapping that for spare, having that then lose gears before swapping back to the original at the end of the day! "It's mad really, we just keep swapping gearboxes! But overall a great result after a bit of a rough day yesterday," commented Winwood on Sunday. The multiple Aussie Car Champion led home Ed Mulligan's Holden Commodore and Andrew Murdoch's Ford XR8 Falcon.

Formula 2 reignited during Heat 2, however it was the Datsun 1600 of Wayne Johnston leading the way from Western Australia's Andrew Hannigan with Proton Rally Trophy competitor Tod Reed in 3rd. Further back in the field Proton Rally Trophy competitor Dave King stayed ahead of the similar Proton Satria's of Dave King and

Rowan Quill.

Disappointing weekend for Brett Comber and Warwick Rooklyn, both forced into retirement in their Daihatsu Charade's with Tristan and Andrew Carrigan stopped mid-stage on SS15.



On the retirement stakes Michael Thompson parked his 2-door Impreza WRX after suffering a suspected clutch failure, Steven Shephard retired his Lancer Evo VI with a damaged oil cooler on SS13, Paul Kennedy in preparation for the arrival of his Peugeot 206 World Rally Car rolled his Lancer Evo II on SS15 and Canberra's Paul Ogilvie rolled out on SS16 in his Lancer Evo III.





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PEUGEOT

A Carrigoonie Weekend

By Henry Ryman

Friday 4th May 2001. We set off at 3pm heading for Gladstone. Carrigoonie Senior and Liam in front in the truck and the Junior Carrigoonies and myself doing it in style in the 244 Volvo. Not a bad effort considering the last time they set out for a QRC Round, they left the workshop at 3am on the morning of the rally. A fairly uneventful trip to Gladstone except for the tree we almost hit in the dark that had fallen across the road!

We arrived at the Metro motel at about 10.30pm and my job was to find a carton of beer to quench out thirsts. I found a bar still open and when the lady said \$25.00 a carton I thought that was a pretty good price considering it was after hours and in Gladstone – when I received change of \$5.00 from \$40.00 I realised my hearing is not quite what it used to be. Well, back to the unit and the crew are starting to settle down for the night. Warrens got his swag spread out on the floor saying ‘no, I hate those lumpy beds’ (truly).

Saturday dawned bright and beautiful with yours truly with it (well, maybe not beautiful, but..)and off to screw-an-earring. I hopped in with Nigel Chynoweth, in my old Baleno, as his crew hadn’t arrived yet.

Not being a navigator, we followed some other rally car, a red Toyota Corolla, who went the wrong way getting us both lost. All went well at screw-an-earring so we returned to the unit to try and find a squeak in the water pump pulley area of the engine.

Several hours later the noise was traced to the cam shaft and subsequently fixed by Liam and Warren. Then off we trundle to the Media Day, held on ten hectares of flat decomposed granite (the Gladstone Car Club use this area for autocrosses and ralliesprints throughout the year).

I had taken my helmet and driving suit and CAMS licence, just in case some one wasn’t feeling up to driving on the Sunday, I would be more than happy to drive for them(hey, it works with navigators!).

I mentioned this to Steve Wall, and his reply was ‘you got a hat, what more do you want’, or maybe it was p_ _ s off!! (I can’t remember which). Anyway the helmet came in handy as I hopped in with a few different drivers and got taken for a drive (literally); I even ended up getting a drive on the Media Day in one of the Toyota Corolla’s (no names, no pack drill). We headed off from start and as the first corner was coming up I said to Simon ‘This could be interesting, this is the first time I’ve driven a rear wheel drive on the dirt’. Stunned silence from Simon, but we did manage to get around without any drama thanks.

3.30 Saturday afternoon, and we head back to the unit to check everything is okay with the Laser. Four hours later we had stripped most moving parts from the car, checked them, replaced some items, put it all back together and finally did a wheel alignment, boy, talk about being thorough. Sunday dawned, overcast and possible rain (no advantage being car 2 – no dust – bugger).

By the time we reached Kalpower Forest the lads were going well and certainly in line for a top five placing. Last service before leaving Kalpower we noticed a hunk of alloy (about the size of a twenty cent piece) missing from around the bell housing. Upon investigating it was found that one of the locating dowels on the clutch plate had come adrift and was very hard to get out. Fingers crossed all would be well to the finish.

Back at the finish saw the Carrigoonies 1st outright again! Bruce Fullerton second, Steve Wall third, Wayne Johnson fourth and Viv Gees fifth (Steve Scott was morally second outright but was protested out for a minor infringement). The presentation was due to start about 10.30pm Sunday night, I think it started about 2am Monday morning – not that I’m complaining, it gave us plenty of time for talk and quenching of thirst and more talking and more quenching of thirst. Thanks to the Carrigans for a great weekend.

Yours in and out of Rallying.

The Street Named after a Rally Driver

Congratulations to the two Club Members who successfully answered this question. Surprisingly, Jim Reddiex was not one of them. The street is Ken Tubman Drive and the town is Maitland in NSW. Some of the younger Club members may ask ‘Who was Ken Tubman?’.

Ken was a chemist in Maitland and did most of his rallying in NSW, but he is best known for his efforts in long distance endurance events. He was the winner of the first ever Redex Round Australia in 1953 driving a Peugeot 203 (Peugeot started winning rallies in about 1905 and are still doing it).



He also competed in events such as the London to Sydney and the London to Mexico, but it was his win in the 1974 London to Munich Rally via the Sahara Desert for which he was best known.

On that event he was accompanied by Andre Welinski and BSCC's Jim Reddiex. They drove a Citroen. No doubt Jim will relate many stories about this event when he is Guest Speaker at the Clubrooms on Wednesday 27 June.

Ken must have been something of a local hero in Maitland. It is really great to see this recognition that was made to him by non-rallying people.





Gold Coast Tourist Trophy enhanced Encouraged by substantial positive feedback following the highly successful Summer Rallysprint the 2001, the Gold Coast Tourist Trophy in August will now comprise a Concours - Show 'n' Shine and a two-round tarmac Rallysprint Series.

The Concours and Show "n" Shine to be held on Thursday August 9 in Surfers Paradise is principally aimed at showcasing the sporting development of the motorcar through to the present day. It also provides an opportunity for spectators, enthusiasts and the media to look at the cars from almost touching distance without having to leave the heart of the Gold Coast, hence "kick-starting" the competitive event.

Scrutineering and documentation for the Rallysprint series will be held on the evening of Wednesday August 8 in association with the Bruce Lynton Group, BMW, MG, Landrover at a central Gold Coast Location. Out of town competitors and those staying at the Paradise Island Resort Paradise in the heart of Surfers Paradise are being offered the option of completing these formalities on Friday evening.

The high-speed action will kick off with round one of the Rallysprint Series on



Saturday August 11, with the support of the Beaudesert Shire Council. Just an hour's drive from the Gold Coast and Brisbane, Beaudesert Shires rugged mountains, spectacular rainforests and rolling countryside have provided a stage which twists and turns amongst a stunning scenic backdrop.

Round two of this exciting event will be held the following day, Sunday, with the support of the Gold Coast City Council. The two round format will make the most of the stunning scenery of South East Queensland's Gold Coast, Hinterland and Beaudesert.

Although both rounds are held on a closed public tarmac roads, their nature contrasts sharply, suiting different vehicles and driving styles. This should make for interesting results with the event bound to be anything but a one-horse-race. With each day's event based at a central service point, several fundraising opportunities have been created for the local community through the sale of food and beverages. Prize-giving is scheduled to again be a glamorous affair with the Surfers Paradise Meter Maids assisting with the awards presentation at the Paradise Island Resort in Surfers Paradise on Sunday evening following round two.

With the change in the August format allowing a substantial reduction in entry fees, enquiries are steadily being received by the organisers from prospective competitors through the event web site, goldcoasttouristtrophy.org.au which is being regularly updated as news breaks

For further information, contact: Stuart Roberts, event organiser, gctt@onthenet.com.au or 07-5526 8685.

IMPORTANT

THERE IS A NEW REQUIREMENT FOR ALL ENTRANTS OF ALL ROAD REGISTERED VEHICLES TO PRESENT A CERTIFICATE FOR EXTENSION OF THIRD PARTY INSURANCE FOR THEIR VEHICLE FOR THE EVENT.

THERE WILL BE NO EXCEPTIONS TO THIS REQUIREMENT.

REMOVAL OF REGISTRATION PLATES DOES NOT REMOVE THIS REQUIREMENT.

Classifieds

Rally tyres

Dunlop 84R x 4 185/65R14 50% used \$50.00 each

Bridgestone RE380R x 2 185/65R14 New \$100 each

Bridgestone RE380R x 2 185/65 R14 50% used \$50.00 each

Phone Paul Kurzok Work 33764988 Home 33768885.

Mazda Familia

Steel cage Albins dog box with Mazda 60-40 viscous coupling proflex. Eleven wheels. Terraphone and terratrip. \$7,700.00

Telephone Wes on 0413 297 966.

Classifieds

Compomotive Wheels to suit Subaru WRX x 6. TH-2 design. All one event old. No Longer needed. \$250.00 each.

SAAS fixed back seats x 2. Good condition. \$350.00 the pair.

Version 5 WRX motor complete intercooler, turbo and airflow meter. Done 2,500 km. \$6 000.00

WRX rear diff complete axles, hubs and breaks, 4.4:1 ratio, mechanical LSD. Done 2,500 km. Make an offer.

Version 5 STi instrument cluster. \$175.00
Contact Jason Walk 0415 571 545.

1971 KE 25 Toyota Corolla

PRC 3 Rally car, 1999 ARN Junior Challenge winning car. Bilstein Suspension with King Springs. 2 Litre Twin Cam engine, 10 x 13" rims, 4 x 14" rims, marsh seats, Terratrip 202 and Terraphone Pro. Fulls seam welded with extensive steel cage, large number of spares, ready to rally. \$8,000. *Phone Ben Atkinson on 0413 704 605*

Mitsubishi LA Lancer

1974 2 door rally car with fresh 1600 motor with N0. 5 cam and twin webbers, 4 speed close ratio gearbox, LSD, hydraulic handbrake, VDO dash, flares, mag wheels and registered.
\$4600.00 *Phone David Ovenden on 0411 600 594 or 07 3805 3692.*

VH SS Commodore rally car

308, 6 speed, Harrop floating rear with detroit locker. Bilsteins, terratrip, terraphone, 4 superoscars. Very competitive car. \$10 000
Phone Mark on 54828317

XD Ute

351, top loader 4 speed. 9" LSD disc. All fully rebuilt with best parts, eg, 4MA, MSD, Hurst, pacemaker, Edelbrock, Holley, roller rockers etc. Hayman reece towbar. Sell 1/3 build price. \$10 500.

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Phone Esme (07) 38460233 for details.

Toyota Sprinter

genuine 'levin', new 4AGE motor, 2 pac paint job. Factory EFI and A/C. CD-player. Currently road car, fully registered until July 2001, RWC, \$4700. Phone Brendan Wade 0408 782 585.

Toyota Sprinter Coupe

1983 model (ground up rebuild in 1994). Red 2pack paint job; high tensile steel roll cage by John Goasdou; fully log booked and CAMS approved, Sparco Monte carlo race seats, dominion 5 point harnesses (aviation buckle type), map light, 2 spoke suede sports steering wheel, mounting points for terratrip, alloy brake pedals, alloy spot light brackets, 4AGE engine (Twin Cam 16 valve fuel injected), 5 speed gear box, genuine TRD quick steering rack, factory alloy strut brace, 4.3 LSD (complete with heavy duty axles and axle bearings), big brakes, sump guard constructed from 6mm alloy with 6mm reinforcing, fibreglass fuel tank shield. All modifications are Qld Dept of Transport approved and 'blue-plated'. Vehicle has CAMS log book and roll cage approval. Near new 185/60/14 toyo performance tyres. This car comes complete with many extras. A stunning performer. Registered to 11/2001.

\$13500.00 *Phone Alan Bates on 0417 032 764.*

Gemini TX Rally Car

Built 1999. Only done 5 rallies. Seam welded, Terratrip, Terraphone, Bilsteins, Log booked, too many extras to list. Absolutely immaculate and reliable car ready to rally. Bargain priced at \$3950. *Phone (07) 4661 2786 or 0401 233 292.*

Black and white Toyota Celica, 1976, RA23 Rally car. 2 litre twin cam, Webbers, Commodore King Springs, four wheel discs. Fully seam welded and caged. Very strong and reliable rally car. One season old. Lots of spares. Registered until May 2001. Quick sale needed as building a new car for P4. \$3500. Contact Craig on (AH) 46993124 or (BH) 46327522.

Marsh Seats, 2 x Blue, large (mens) size, suit rally or race car. Good condition. \$500 pair. **Velo Seat**, brand new Milano model, standard size. Surplus to needs. Only \$400. Phone Ross at Saab Care 3394 1411

One pair **Italian OMP Fibreglass rally seats**, red covers, Good condition. \$400 the pair. Phone Jason Andrews on 0414 798 144 or 07 3290 6269 (A/H)

Toyota Sprinter Parts

5 speed gear box (alloy cased) VGC \$350; 5 speed gear box (complete but currently disassembled) \$150
Genuine TRD LSD (including spare clutch plates, etc. \$1800; 5.1 crown wheel and pinion (requires mod to fit Sprinter) \$100; 4.1 diff ratio \$100
Spool Diff (CNC machined) \$100
Factory alloy wheels (13" set of 4) incl centre trims \$350; Front Struts (1 pr) complete with discs/calipers \$150
Starter motor (recently rebuilt) \$100
Air con system \$300; Bilstein Rear shoes (1 pr) used \$80; Steering arms (factory quick rack version; not cut and welded \$150; Steering rack \$100; Lower control arms (1 pr) rose jointed \$120; Performance cam shafts (1 pr) Tighe Engineering \$250
Axles (2 only) heavy duty twin cam with heavy duty bearings \$200 each
Many other parts too numerous to mention.

Cibie Turini Driving lights (spread beams) (2 only) \$180 a pair; GME Electraphone UHF radio (40 channel) \$250; Willans 3' 6 point harness (aviation buckle type) 2 events old, FIA compliant until 2005 \$350
Tilton Brake bias valve (level type) new \$55; Bell Pro full face helmet (XL) 1 event old includes terraphone head set and fleecy helmet bag \$350
Sparco Driving gloves red, medium size, vgc \$65
Phone Alan Bates on 0417 032 764.

Datsun 1600

ready to rally, fully worked reconditioned motor, rally seats and harness, tripmeter, full cage, driving lights, etc. 2 sets rally rubber, set road wheels. Logbook, RWC. \$4200. Maryborough. 0429341979.

Set **Subaru WRX** floor mats \$65
Subaru WRX K&N Air Filter \$75
Personalised Plates (WRX48) \$350
Sanyo CDX-360 180w CD Player- New - \$200
Phone Ray on 5446 6145 or 0412 644 780

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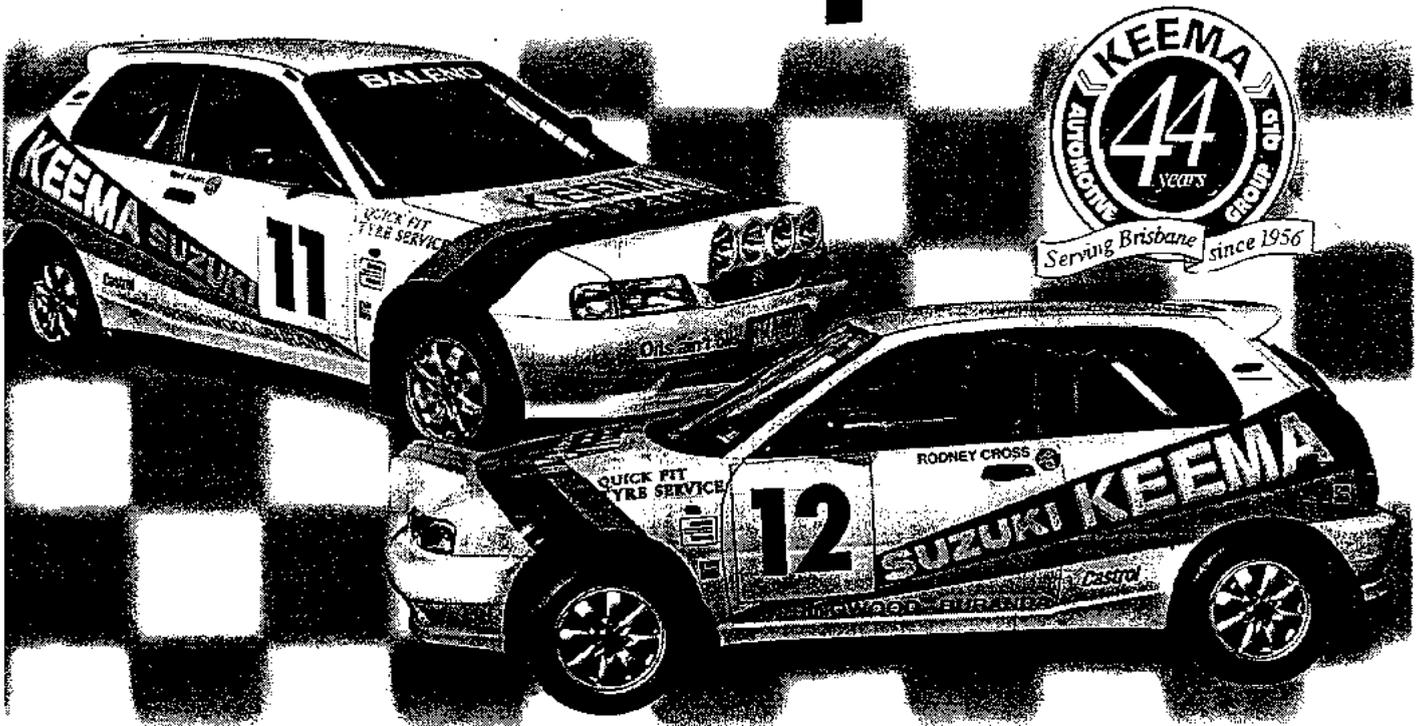
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