

BRISPORT

THE NEWSLETTER OF THE BRISBANE SPORTING CAR CLUB



June 2005

Phone: (07) 3846 0233

Fax: (07) 3846 0244

www.bscc.asn.au

This Month

Coates Rally Queensland Results

Fulcrum Suspensions Coastal Challenge Results

Event Reports



Coates Rally Queensland Gallery



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BRISPORT MAGAZINE e-mail addresses

Editor: Brad Smith
bfsmith@westnet.com.au BSCC
bscc@powerup.com.au
www.bscc.asn.au

CLUBROOMS:

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

CONTACT DETAILS:

All correspondence, entries, etc for the Club should be addressed to:
 BRISBANE SPORTING CAR CLUB LTD
 P O Box 3529
 SOUTH BRISBANE BC QLD 4101
 Telephone: (07) 3846 0233
 Facsimile: (07) 3846 0244

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Rally Qld – A Competitor's Report

G'day all,

About a month ago I presented my entry for Rally Queensland, after realising that having previously spent time and effort being an official for Rally Q I should find out about the event from a competitors point of view. I spoke to other regular competitors in the event like Matt van Tuinen, Simon and Margot Knowles, Viv Gees and Mark Neary who to a man/lady said it is really a tough event but also a lot of fun. As the time counted down I spent lots of time working on the car with heaps of help from Ross Perry at Saab Care changing the exhaust, gearbox and checking the electrics of the car. Every time I spoke to Errol Bailey I noted how many more sleeps to go {like a kid at Christmas} and could not wait for the event to start. I enlisted the help of Phil Bonser from New South Wales {YES a Cockroach-LOL} as he has been rallying for a few years and had been in Rally Q before so he knew the ropes.

Wednesday before the event was our departure day and we set out for Caloundra arriving at HQ about 6.30pm for documentation. This went smoothly and Phil and I returned to my Mum and Dad's house at Mooloolah for a sleep and a short conference with my brother Brett who was our Chief Service Manager for the event. [Sounds important and as he was our only crew on Saturday he was very important]. Thursday was recce and to cover all the stages and liaisons in one day required a little more organisation than we exhibited as we only had one run over Tower Road, a reasonably difficult stage but as it was last stage to be recce'd we were comfortable with the notes we had.

My inexperience at Rally Q and Phil's rustiness with the routine gave us a slap in the face on Friday. We spent a while getting the 40 kilos of stickers on the car, lol, and when Phil said we needed to leave for Scrutineering I just sat in the driver's seat and drove to Scrutineering only to find when we arrived we had left the First Aid Kit, log book, spare tyre at the unit and had put one of the stickers in the wrong place. Had to represent the car and apologise to Dave and Andrew and others for being so dumb. Won't do that again!!!! Added to the embarrassment I had bare feet {sorry Peter and Ross and Murray} and when I represented I was wearing Steel Blue Shoes, Socks, Shirt, Hat and Jacket. I showed them. LOL.

Friday night at the ceremonial start was spoiled somewhat by the rain, welcome as it was, and I felt for the local businesses selling food as the numbers were well down on past events. We got a great send-off from the crowd who cheered everyone with gusto. It was a great feeling.

Saturday morning we set off to Imbil nice and early and arrived at the service park to find a hive of activity. Jim Reddix and his crew had the place running like a clock. First stage was Woodburn and was a difficult technical stage to start the event, 53 previous cars having dug tram tracks along a fair part of the stage it was a bit heart in mouth for some of the stage. Carnage started early Sat with cars breaking down and Mat van Tuinen trying his best to get the Subaru to emulate a crow and park in a tree. Missed by 'thaaat much'. The only thing it had in common with a crow was it was really f[insert crow sound here]ed. Went to Kandanga with a good feeling as the Gemini was running smoothly {Credit to Phil at Engineering} and handling the road conditions {Thanks Bilstein} really well. Got some good speed along the open roads in Kandanga stage and chucked it into some of the corners in the forest where there was lots of grip and generally had an excellent run through the stage. First service was quick and simple, I was nearly embarrassed to say everything was good {Thanks Saab Care} but Brett went over the car with a comb each time we were in Service and kept in front of the couple of slight problems we had.

Western, Foreign Legion and Little Derriere were my far and above favourite stages but they were too short. The run through the 1.5 klms of Spectator Park was just magic, the crowd was cheering and waving {Phil told me} and to think after watching Crocker, Bates Evans and all go through there

in the past it was an absolute buzz to be charging through the event on the same roads as those champion drivers.

Mitsubishi bitumen stage followed and was uneventful, flat in third left three, flat in second right three, flat out to the end, good fun. We were concentrating hard on Araucaria and Tower Road as they were both long stages and needed to run smoothly to keep good speed over the challenging road surfaces. Concentrating so hard Phil sent us down a wrong road and we were to the start just in time to book in. Thanks Phil.

Araucaria is a great stage and we went really well, attacking the roads a bit more as we got more relaxed with each other in the car, the run through the Spectator Park as much fun as the first time. Tower road shared the start and the finish with ?Western Stage but was challenging in the middle part of the stage. So challenging in fact Huey sent a bloody storm over the middle 1-2 klms just to make it interesting. The dirt road turned into something from another planet. It was like driving on wet tiles with a layer of oil sprayed over the road. Eric Johnsson and Peter Stringfellow were on the road in front of us and had speared off the road into a tree just over a crest. They slowed us down some and we topped the crest only to be confronted with the greasiest slipperiest piece of road I have seen. Tried to slight turn right to go up the road but the car went sideways completely out of control and we plummeted into Eric's Gemini side on. Eric had left the right rear door open which was in hindsight a bit of a crumple zone that absorbed some of the impact. I yelled the obligatory obscenity as slid into the Gemini and after being sprayed with broken glass from Phil's side window I yelled "you OK" and receiving an positive answer proceeded slowly along the next 800m-1 klm just keeping the car on the road until we reached the dry roads again and got up to speed. At the end of the stage we realised Phil could not get out so we had to do a both in and out driver's door till we repaired it on Sunday. Brother Brett came to the fore again with the rubber massager and beat the rear panel out till we could get three of six bolts back in the taillight. Top effort!!!! { Thanks to the Police Officer at Forest Glen for his concern over my broken taillight.

The Caloundra Capers stage was a real blast, the crowds were phenomenal and we headed back to the Oasis pleased with our effort as we had finished 2nd in class and 8th outright in QRC cars. 'Super effort that' Sunday was a repeat of all stages except for the bitumen stages in Imbil and Caloundra except I nearly put us into a bank as I had a brain fade as entered a right 4 with way too much speed. I started to apologise to Phil as we slid toward the bank {his side by the way}, he yelled keep up it and something Greg Carr had mentioned at a driver training day clicked in my head and I did just that. We got some forward motion about 1 foot from the bank and shot across the corner like a shot from a gun with a long corner slide and proceeded along the stage. Lucky Bastard me!!!!

Gary Meehan and Greg Gifford had broken a shock absorber and actually ended up in/on the bank of a creek in Tower Road?, so we drove a little cautiously in the last stage to another 2nd in class and 9th outright in QRC cars.

As it was my first time in Rally Q I am ecstatic with the result and give a big THANKYOU to my major sponsors, STEEL BLUE INDUSTRIAL FOOTWEAR and Saab Care, and to Keith at Autolec at Stones Corner, and Custom 4WD for their help also. I drove on the same Kuhmo tyres for all the event K800 on the rear and K700 on the front, the 700's being 5 events old by the end of Rally Q and just beginning to get under steer but the rears were really good, they had done three events by the end of Rally Q and were excellent for the conditions for the KCF, Benarkin and Rally Q, the only problem being the mud in Tower Road but chains would have helped.LOL

Keep it on the road,
Ross Cox and Phil Bonser
r.sout rally team

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2005 City Subaru Queensland Rally Championship

Classification - Heat 1
Final Classifications



Listed By Classification

Pos	No	Entrant Driver Co-Driver	Nat	Grp Cls	Grp Cls Pos	Vehicle	Leg Stage Time	Leg Penalties	Leg Time	Diff Leader	Diff Prev Car
1	37	Oztec - Falken Steven Shephard Tom Smith	Qld Qld	P 5	1 1	Mitsubishi Lancer Evo VI	01:19:10.6		01:19:10.6		
2	43	help.org.au Paul Bergmann Chris Murphy	Qld Qld	P 5	2 2	Subaru Impreza WRX	01:20:53.1		01:20:53.1	1:42.5	1:42.5
3	28	Desitrol P/L John Goasdoue Barrie Burr	Qld Qld	N 4	1 1	Subaru Impreza RS	01:21:15.3		01:21:15.3	2:04.7	0:22.2
4	39	Handyform Ian Menzies Bob McGowan	Qld Qld	P 4	3 1	Ford Falcon XR8	01:24:43.8		01:24:43.8	5:33.2	3:28.5
5	41	Wayne Johnston Wayne Johnston Nancy D'Arcy	Qld Qld	P 3	4 1	Datsun 1600	01:25:56.2		01:25:56.2	6:45.6	1:12.4
6	45	Caboolture Presentation Products Craig Aggio Tony Arbon	Qld Qld	P 4	5 2	Toyota Supra	01:26:28.5		01:26:28.5	7:17.9	0:32.3
7	50	Ian's Service & Repairs Ian Ogilvie Tony Best	Qld Qld	P 1	6 1	Datsun 1200	01:26:50.6		01:26:50.6	7:40.0	0:22.1
8	54	Steel Blue Footwear Ross Cox Phillip Bonser	Qld NSW	P 3	7 2	Holden Gemini	01:30:50.6		01:30:50.6	11:40.0	4:00.0
9	40	Oztec - Falken George Shephard Stephen O'Brien-Pounde	Qld NSW	P 5	8 3	Mitsubishi Lancer Evo VI	01:31:55.1	0:15	01:32:10.1	12:59.5	1:19.5
10	47	Red Adder Audio Technology Gary Meehan Greg Gifford	Qld Qld	P 3	9 3	Datsun 180B SSS	01:32:12.1		01:32:12.1	13:01.5	0:02.0
11	59	Hi Tech Car Sound Mark Casper Mark Malpas	Qld Qld	P 2	10 1	Mazda 323	01:33:34.0		01:33:34.0	14:23.4	1:21.9
12	60	Digga Australia Allan Clunes Gavin Wieland	Qld Qld	P 6	11 1	Mazda 323 GTR	01:37:00.3	2:00	01:39:00.3	19:49.7	5:26.3
13	51	Advanced Sheet Metal Gary Stacey Tony Blackshaw	Qld Qld	P 2	12 2	Datsun Sunny	01:50:10.6	0:10	01:50:20.6	31:10.0	11:20.3



2005 City Subaru Queensland Rally Championship

Classification - Heat 2
Final Classifications



3 - 5 June 2005

Listed By Classification

Pos	No	Entrant Driver Co-Driver	Nat	Grp Cls	Grp Cls Pos	Vehicle	Leg Stage Time	Leg Penalties	Leg Time	Diff Leader	Diff Prev Car
1	37	Oztec - Falken Steven Shephard Tom Smith	Qld Qld	P 5	1 1	Mitsubishi Lancer Evo VI	01:17:45.4		01:17:45.4		
2	39	Handyform Ian Menzies Bob McGowan	Qld Qld	P 4	2 1	Ford Falcon XR8	01:19:38.0		01:19:38.0	1:52.6	1:52.6
3	43	help.org.au Paul Bergmann Chris Murphy	Qld Qld	P 5	3 2	Subaru Impreza WRX	01:21:31.8		01:21:31.8	3:46.4	1:53.8
4	28	Desitrol P/L John Goasdoue Barrie Burr	Qld Qld	N 4	1 1	Subaru Impreza RS	01:21:52.1		01:21:52.1	4:06.7	0:20.3
5	41	Wayne Johnston Wayne Johnston Nancy D'Arcy	Qld Qld	P 3	4 1	Datsun 1600	01:24:13.7		01:24:13.7	6:28.3	2:21.6
6	44	Montari Palm Cove Bernhard Graf John McCarthy	Qld Qld	N 4	2 2	Mitsubishi Lancer Evo V	01:25:30.7		01:25:30.7	7:45.3	1:17.0
7	50	Ian's Service & Repairs Ian Ogilvie Tony Best	Qld Qld	P 1	5 1	Datsun 1200	01:25:44.5		01:25:44.5	7:59.1	0:13.8
8	48	Scott Motorsportz Tony Scott Peta Davies	Qld Qld	P 2	6 1	Toyota Corolla DX	01:30:24.1		01:30:24.1	12:38.7	4:39.6
9	54	Steel Blue Footwear Ross Cox Phillip Bonser	Qld NSW	P 3	7 2	Holden Gemini	01:30:56.7		01:30:56.7	13:11.3	0:32.6
10	59	Hi Tech Car Sound Mark Casper Mark Malpas	Qld Qld	P 2	8 2	Mazda 323	01:31:20.2		01:31:20.2	13:34.8	0:23.5
11	45	Caboolture Presentation Products Craig Aggio Tony Arbon	Qld Qld	P 4	9 2	Toyota Supra	01:33:01.7	0:15	01:33:16.7	15:31.3	1:56.5
12	51	Advanced Sheet Metal Gary Stacey Tony Blackshaw	Qld Qld	P 2	10 3	Datsun Sunny	01:33:44.4		01:33:44.4	15:59.0	0:27.7
13	55	Cyril Harris Auto Spares Viv Gees Brad Wedlock	Qld Qld	P 4	11 3	Ford Falcon Tudor	01:34:47.5	0:20	01:35:07.5	17:22.1	1:23.1
14	60	Digga Australia Allan Clunes Gavin Wieland	Qld Qld	P 6	12 1	Mazda 323 GTR	01:36:51.4		01:36:51.4	19:06.0	1:43.9
15	47	Red Adder Audio Technology Gary Meehan Greg Gifford	Qld Qld	P 3	13 3	Datsun 180B SSS	01:57:17.2	1:20	01:58:37.2	40:51.8	21:45.8



DARRYL BRAY
CHAIRMAN
Mobile 0408 748 850

2/2960 Logan Road (Cnr Welch Street) Facsimile (07) 3841 7277
Underwood Qld 4119

Email darrylb@qfin.com.au

PO Box 80, Springwood Qld 4127

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54 High Street,
Kippa-Ring, 4021
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COATES RALLY QUEENSLAND at CALOUNDRA

Now that the event has been run and won, I'll leave it to the media and competitors to write stories which cover the rallying aspects of the event. In this article I would like to pay tribute to the Organising Committee and the Stage Commanders and their teams who worked so hard over the last twelve months to put on an event which is right up there with the best in the Globalstar Australian Rally Championship.

Space restrictions prevent me from naming names, but you all know who you are, and on behalf of the Club, I say a heartfelt thanks.

At one of our early planning meetings, I told everyone I was expecting two things of them for this year's Rally Q;

- * a professional attitude and approach with everything they had to do,
- and
- * whilst doing that, to enjoy themselves
- *

Now I can't say for certain that everybody enjoyed themselves all the time (although every time I looked around there seemed to be plenty of smiling faces), but what I can say with absolute certainty is that everyone carried out their tasks in a very professional manner - and that attitude and approach is what has made Rally Q the high standard event that it is.

For some detailed background on the organisation of the event, following is my introductory report to the first meeting of Stewards. I trust you find it of interest.

Kind regards
Bargwan Bailey (leader of the Orange people!)

COATES RALLY QUEENSLAND *at* CALOUNDRA

Presentation by the Clerk of Course Meeting No 1 of the Panel of Stewards

1. **Welcome**

On behalf of the Organising Committee of Coates Rally Queensland *at* Caloundra, it is my great pleasure and privilege to welcome you to Caloundra and to the Queensland Round of the Australian Rally Championship Super Series. This is the 34th time the Brisbane Sporting Car Club has hosted a round of the Australian Rally Championship which is, I am led to understand, the most ever conducted by any club or organisation in the history of the Championship.

2. **Organisation**

Coates Rally Queensland *at* Caloundra counts toward the following

- 2005 Globalstar Australian Rally Championship – Driver and Co-driver
- 2005 Australian Rally Manufacturers Championship
- 2005 Australian F16 Championship
- 2005 Australia Cup for “Aussie” Cars
- 2005 Australian Rally Championship Privateers Cup
- 2005 Subaru Rally Challenge
- 2005 Coates Rally Queensland *at* Caloundra Classic
- 2005 City Subaru Queensland Rally Championship

We are proud to welcome the COATES GROUP as the event’s naming rights sponsor – other major sponsors are

- Caloundra Tourism
- Philcomm Mobile Communications Systems
- Mitsubishi Motors
- Rydges Oasis Resort

The event is conducted under CAMS permit number 805/0506/01

Supplementary Regulations and Bulletin 1 were approved by the CAMS Rally Manager. Bulletin 2 was approved by the Chief Steward on 2nd June 2005.

The Rally is promoted and financed by the Brisbane Sporting Car Club, and is run by members of that Club, under the control of the Clerk of Course.

3. **Event Design**

The Rally will consist of 17 Special Stages conducted over two heats with a total special stage distance of 217.81 km. There will be a Ceremonial Start at a gala “Wine and Food Festival” at Kings Beach, Caloundra, with the Mayor, Cr Don Aldous flagging the first car away at 8.30pm.

Heat 1 starts from the NEC Imbil Service Park at 0730 hrs on Saturday 4 June, traverses special stages in the Imbil/Kandanga forestry areas, and returns to the Service Park for a two-hour service at 1442 hrs. Cars will then travel to a regroup at Caloundra to finish the Heat.

Heat 2 commences at 1830 hrs for SS10, the “Caloundra Capers” super special stage. On completing this stage cars go into overnight parc ferme at Rydges Resort. The Heat recommences at 0600 hrs the following day, and should finish at King Beach Caloundra at 1600 hrs. An unofficial presentation of awards will follow.

Spectator Points have been set up in the Imbil Spectator Park in addition to the start, overnight halt, regroup and at the finish. Generally each stage is used once in each Heat, and we are confident the roads will not be unduly affected by this multiple use. Stages used in the event consist mainly of ‘loops’ and were selected to simplify reconnaissance.

As far as is practical we have separated travel routes for competitors and spectators. Regroup controls will be used to reinstate as far as possible the original time intervals between competitors, and are located adjacent to the central service location at the NEC Imbil Showground, at Kings Beach at the end of Heat 1, and prior to the finish.

During reconnaissance the course was marked with arrows, bunting and replicas of the official signs to assist competitors.

4. **Entries**

A total of 59 entries were received, made up as follows:

ARC	-	31
QRC	-	25 (excluding those in the ARC)
Classics	-	3

Two entries (Car 25 – ARC, Car 52 - QRC) have since withdrawn.

The Entry List was approved by the CAMS Rally Manager prior to publication.

The number of entries compares with previous years as follows (1998 – 95, 1999 – 77, 2000 – 75, 2001 – 69, 2002 – 60, 2003 – 69, 2004 – 73). The reduction in entries this year follows lower numbers in the Subaru Challenge (2004- 15, 2005 – 6) and the Classic (2004 – 15, 2005 – 3).

Notwithstanding this, entries have been received from every State in Australia, except the Northern Territory, and there are 9 different makes of vehicles represented.

5. **Document Briefcase**

A document Briefcase has been prepared for your use containing;

- Name Tags in pouch on lanyard
- Road Book for Heat 1 and 2
- Time Cards for Heat 1 and 2
- Service Instructions
- Reconnaissance Cards for Thursday and Friday
- A3 Maps of Rally Area with Special Stages, Liaison, Start/Finish,
- Radio Points and Spectator Points for Saturday and Sunday.
- Rally Guide
- Tourist map of Sunshine Coast
- Dinner Ticket for the Awards Presentation.

6. **Safety Plan**

In order to develop a suitable safety plan we have given priorities to safety as follows:

- The Public
- The Competitors
- The Officials.

Safety Plans for the Super Special Stage and the Special Stages have been prepared for use in the event of any emergencies that may arise. Copies are in your document briefcase.

We will have an FIV at the start of each stage, and ambulances stationed at the NEC Imbil Showground and at the Super Special Stage. These ambulances will be under the direct control of the Deputy Clerk of Course. There are also fully equipped fire and rescue units at the NEC Imbil Service Park.

All Hospitals and ambulance districts through which the rally will travel have been advised of the event.

7. **Communications System**

Four major radio networks will be used, involving 80 Radio units. In summary, these networks are:

System A – Command System

This system will be used by key Officials and Stage Teams to communicate with Rally Command Centre. The System covers the whole area of the rally using repeater systems.

System B - Spectator Information System.

This system will be used to provide information to spectators and to advise the Command Centre of any problems at Spectator Points well before the arrival of '00' and '0' cars, and during the running of the event.

System C – SOS System

This system will be used solely for vehicle tracking within stages and to communicate with SOS personnel and FIV

teams.

The Stewards vehicle is equipped with a radio which can access all three systems.

8. **Course Car Information**

Course Cars

Approximately 90 minutes before first car start time, a Clock Car will arrive at the start and finish of each stage to ensure correct location and set-up of timing equipment.

A Setup Car will be meeting all Time Control, Flying Finish Control and Stop Points approximately 80 minutes before the first car is due to start, and ensure that all stage safety and resources are in place.

Approximately 70 minutes prior to the first competitor start time, a Skynet vehicle will check each stage Start, SOS and Stop point to ensure correct operation of Vehicle Tracking and timing equipment.

Cars '000' and '00'

These vehicles will traverse each stage on a schedule designed so that they finish each stage approximately 60 minutes and 30 minutes respectively before the first car is due to start. Two 000's will be used and will traverse alternate stages.

Car '0'

Zero is schedule to finish each stage approximately 8-10 minutes ahead of the first competing car.

Sweep and Recovery Vehicles

A Fast Sweep will follow the last Classic category vehicle. A Slow Sweep will also follow the field to clear stages and report on retirements.

Five comprehensively equipped 4WD vehicles are designated as 'Recovery Vehicles'. One Recovery vehicle will be located at the start of each stage for the duration of competition and will follow the rally to assist crews unable to continue. Any serious recovery work will be attempted only after the special stage has been declared open to general traffic.

9. **Spectators**

Spectator Safety is of major importance to us.

An Event Program has been published in the 'Sunshine Coast Daily' and contains suitable warnings and diagrams of where to stand at the various spectator points will be handed to spectators as they enter the Imbil Spectator Park. Each point will be marked with bunting and barrier mesh and will have a Spectator Marshall in charge with a public address system and suitably identified officials to assist in crowd control.

Horns and whistles will be used to warn of the impending arrival of Rally Cars. Spectators will be transported by bus to the various spectator points to minimize vehicular traffic in the forest area. A St John's Ambulance First Aid Station will be located within the Spectator Park.

10. **Road Closures**

Road Closure Officials will attend all access roads on special stages. Closure times are scheduled approximately two hours before the start of the first car.

CAMS Officials will be permitted to traverse the stage if their vehicle displays the appropriate official sticker with which they have been issued and according to the schedule approved by the Clerk of Course included with their documentation.

11. **Marshals and Timing**

There are over 700 event marshals who will be clearly identified by special passes and bibs. They have been briefed on the roles of the CAMS Observer and the Stewards, so please feel free to talk with them and ask them any questions about their duties.

There will be two clocks at each Flying Finish. Both clocks will be activated when a competitor passes the Flying Finish board and each time will be recorded, however, only the 'primary' time from one clock will be relayed to the stop point.

12. **Results**

Systems designed by "Just Imagine" will be used.

13. **Controls**
The control signs specified by CAMS will be used at all control zones. Signs will be located on both sides of the road at each Flying Finish.
14. **Personal Accreditation**
Personal identifying tags will be issued to all Key Officials, Officials, CAMS Officials, Media and Sponsors. Appropriate windscreen decals will also be issued for vehicles being used by these people. The permanent GARC passes have been included on our pass board and will be accepted.
15. **Field Results**
A Field Results Centre with up to date special stage times will be available at the NEC Imbil Service Park.

Results will be communicated to the Field Results Centre by facsimile.
16. **Media**
Media Centres will be established adjacent to Headquarters in the Rydges Oasis resort, Caloundra and at the NEC Imbil Service Park. These centres will be under control of Mr Chris Nixon.

Media Personnel accredited by Mr Nixon will have access to the Media Centres and their combined activities should ensure all media outlets are kept fully informed of the progress of the Rally.

All Brisbane and Sunshine Coast television networks were invited to attend the Media Day at Caloundra earlier today.

Television film crews arranged by Channel 10 will be following the event, as well as local stations WIN TV and Sunshine Television. They will be supplying footage for other channels to use in their news and sports programmes, and we are confident of having the event covered by all television sports programmes on the two days of the Rally.

Conclusion

It is a great privilege to be Clerk of Course Coates Rally Queensland *at* Caloundra. I am indeed fortunate to have a team of very dedicated and loyal people on the Organising Committee, and they and all the many people involved are determined to make the event an absolute success for the sport, the competitors, spectators and sponsors alike.

I would especially like to thank Peter Macneall, ARC Series Sporting Director for his ever-ready assistance and guidance.

The Brisbane Sporting Car Club is committed to improving on past events and to learning from the experience of others. Our goal is to provide an event that justifies its continuing presence as an integral round of the Globalstar Australian Rally Super Series Championship.

On behalf of the Organising Committee I thank you for the work you will be called on to do over the next two days and trust you will find the event enjoyable and well organised.

Errol Bailey
Clerk of Course
Coates Rally Queensland *at* Caloundra - 2005

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FULCRUM SUSPENSIONS COASTAL CHALLENGE 2005

Less than 12 hours after the competitors in Caloundra's Falken Tyres Rally Queensland had departed the car park at Kings Beach, another 35 cars lined up at the BigPineapple for the start of the Fulcrum Suspensions Coastal Challenge. Since the first Fulcrum Challenge in 2001, the event has seen a yearly increase as more enthusiasts with standard road cars learn of the event. The format caters for both drivers and navigators, with approximately 240km of challenging navigation, and 4 special tests along the way. Unfortunately plans to include the Mitsubishi and Caloundra Capers special stages from the ARC did not eventuate, however all crews were able to traverse Mitsubishi, as a transport section.

With no less than 12 Subaru WRXs, an observer remarked that "they thought it was a WRX Club cruise". Barry Crew and Scott McDonnell in the Fulcrum Suspensions WRX flew the flag for the event sponsor. The presence of 2 Lancer Evo V111s, a VR4, Westfield, Turbo Landcruiser, Bullet Roadster and XR6 Turbo added some variety to the modern cars. The classics were also well represented with an Alfa, Austin Healey, Porsche, Datsun 1600, BMW, Lotus, Fiat, Mini and brace of Escorts. With the Fulcrum Suspensions Coastal Challenge forming part of GP Cars Mazda MX5 Series, three of these cars were also present. Following ST1 (The rough end of the Pineapple) in the car park at the Big PineApple, the crews hit the maps for a trace section RS1 through Palmwoods, Yandina and Eumundi. Four crews were clean to here with several others only dropping a few minutes. Heads were down in RS2 as cars travelled via Belli Park, Mt Tuchekeoi and Traverston Crossing to Gympie. Roadcraft Driver Training Centre at Gympie hosted ST2 (Driver Training), and ST3 (Slip Sliding Away) before again hitting the maps for a Tulip section to Imbil for the break. A quick tally of scores saw the Hollingsworths (WRX) clean for the morning, leading Brown/Gordon (Escort), Tyler/Colvin (Lancer), Rowse/O'Donnell (MX5), Krieger/Gray (Sprite) and the Nicholsons (Cruiser). Only 10 points separated these cars. The lunch break allowed crews to spend some time at the Coates Rally Queensland at Caloundra's service park.

The afternoon started with a parade lap over the ARC Mitsubishi Special Stage before a herringbone RS 5 took the field through to Witta via the Eastern Mary River Road. 22 crews cleaned this section. The final plotting section RS6 proved the "sting in the tail" with only 5 crews not losing points in the final run to Corbould Park. Brown/Wallin (WRX) and Chaseling/Keen (Fiat) cleaned the afternoon sections with Hawley/Jones (Alfa) losing 3 minutes.

ST5 in the members' car park of the Sunshine Coast Turf Club at Corbould Park provided a surface consisting of both gravel and sand. This allowed most cars to test their handling to the extreme with Forsyth/Bickley (BMW) and D'Ercole/Gregg (Bullett) entering one of the hairpins travelling backwards. Photos of this test are available on <http://web.aanet.com.au/cgr/rally/>

When scores were tallied, the WRX hatch of Christine and Bob Hollingsworth was first with a total of 242 points. The MX5 of Jeff Rowse and Beth O'Donnell was second with 259, and Lancer of Bruce Tyler / John Colvin third on 264. 4th was Krieger/Gray in the Sprite with a loss of 268, and 5th was a tie between the MX5 of Steinback/Whittacker and Alfa of Hawley/Jones on 269.

Mark Stringer/Kevin Houghton in the potent 2.5l Sti blitzed the special tests leading the Sti of Kelly/Grounds by 10 seconds, with the WRX of Gordon/Wickham a further 8 seconds behind.

Navigation honours went to the Hollingsworths from Tyler/Colvin and Krieger/Gray. On behalf of the organising team and competitors, I would like to thank FULCRUM SUSPENSIONS for their continued support, the control officials and helpers on the day, and the test venues Big Pineapple, Roadcraft and the Sunshine Coast Turf Club.

FULCRUM SUSPENSIONS COASTAL CHALLENGE 2005

AGGREGATED SCORES

Car No	Entrant/Sponsor	Driver	Co-Driver	Vehicle	CLASS	Total AM	Total PM	Total Nav	Tests	Event TOTAL	place	Class
1	A Kelly	Allan Kelly	Simon Grounds	1999 Subaru Impreza WRX Sti	4	67	73	140	176	316	10	5
2	G Brown	Graham Brown	Ray Wallin	1954 Subaru WRX	4	210	0	210	201	411	18	7
3	A Conway	Sean Conway	Allan Conway	1967 Lotus Elan S3	1	128	158	286	218	504	21	5
4	R D'Ercole	Robert D'Ercole	Matt Gregg	2002 Bullet Roadster	3	363	186	549	222	771	31	7
5	Fulcrum Suspension	Barry Crew	Scott McDonnell	2001 Subaru WRX	4	304	37	341	218	559	23	9
6	D Barton	Darren Barton	Megan Jones	2004 Ford Falcon XR6 Turbo	3	490	167	657	201	858	33	8
7	B Tyler	Bruce Tyler	John Colvin	2004 Mitsubishi Lancer Evo VIII	4	33	30	63	201	264	3	2
8	F Seung Lee	Fook Seung Lee	Haikal Saadh	1975 Toyota Corolla	2	120	178	298	193	491	20	4
9	PTJ Kennedy	Pat Kennedy	Jasmine Both	1978 Porsche 911 SC	2	363	33	396	215	611	27	5
10	R Davies	Robert Davies	Andrew Fuller	1987 Mitsubishi Galant VR4	4	277	150	427	186	613	28	12
11	B Gallway	Michael Gallwey	Brian Gallwey	1971 Morris Mini	1	362	120	482	195	677	30	6
12	A King	Adam King	Adney Patrap	1990 Mazda MX 5	3	146	40	186	198	384	17	4
13	Allstar Tuning Systems	Richard Chaseling	John Keen	1982 Fiat 131	2	126	0	126	195	321	13	2
14	P Steinback	Peter Steinback	Andrew Whittaker	1999 Mazda MX 5	3	51	16	67	202	269	5	2
15	G Bickley	Bruce Forsyth	Grayham Bickely	1968 BMW 2000 Tilux	1	73	60	133	216	349	15	4
16	S Brown	Shaun Brown	Paul Gordon	1971 Ford Escort	1	31	45	76	201	277	7	2
17	Trademark Shopfitting	Alex Toomey	Zahir Macgill	1969 Datsun 1600	1	70	62	132	201	333	14	3
18	D Baker	Denis Baker	Lachlan Harahan	1980 Ford RS 2000 MK II	2	97	60	157	192	349	16	3
19	C Knight	Chris Knight	Shane Valesini	1998 Subaru WRX	4	451	252	703	208	911	34	15
20	T Royle	Tae Royle	Andrew Crossley	2004 Mitsubishi Evo VIII	4	271	122	393	185	578	26	11
21	D Nicholson	David Nicholson	Quinton Nicholson	1995 Toyota Landcruiser	4	40	66	106	201	307	8	3
22	R Hawley	Robert Hawley	Stephen Jones	1988 Alfa 75	2	76	3	79	190	269	5	1
23	N & J Stanton	Joanne Stanton	Nathan Stanton	1999 Westfield SEI	3	216	143	359	204	563	24	6
24	B Krieger	Brian Krieger	Gary Gray	1964 Austin Healey Sprite	1	35	30	65	203	268	4	1
25	T Gordon	Troy Gordon	David Wickham	2000 Subaru Impreza WRX	4	398	80	478	184	662	29	13
26	M Stringer	Mark Stringer	Kevin Houghton	2005 Subaru WRX Sti	4	158	244	402	166	568	25	10
27	P Chapman	Paul Chapman	Brett Charters	2000 Subaru WRX Sti	4	92	30	122	187	309	9	4
28	D Sunn	Darren Sunn	Owen Robinson	1999 Subaru	4	602	602	1204	207	1411	35	16
29	N Scott	Neville Scott	Andrew McCarthy	1998 Subaru WRX	4	391	240	631	185	816	32	14
30	C Hollingsworth	Christine Hollingsworth	Bob Hollingsworth	2000 Subaru WRX	4	30	14	44	198	242	1	1
31	T Cox	Tony Cox	Josh Armstrong	1998 Maxda MX 5	3	212	60	272	205	477	19	5
32	C Newell	Craig Newell	Gordon Williams	2000 Subaru Impreza WRX	4	80	41	121	195	316	11	6
33	M Frost	Myles Frost	Emma Frost	2002 Subaru WRX Sti	4	102	235	337	190	527	22	8
34	J Rowse	Jeffrey Rowse	Elizabeth O'Donnell	2000 Mazda MX5	3	33	42	75	184	259	2	1
35	E Wheeler	Evan Wheeler	Cara Wheeler	1991 Nissan Silvia	3	61	60	121	198	319	12	3

Outright
 1st Car 30 C & B Hollingsworth
 2nd Car 34 J Rouse & B O'Donnell
 3rd Car 7 B Tyler & J Colvin

Class 1
 24 B Krieger & G Gray
 16 S Brown & P Gordon
 17 A Toomey & Z Macgill

Class 2
 22 R Hawley & S Jones
 13 R Chasling & J Keen
 18 D Baker & L Harahan

Class 3
 34 J Rouse & E O'Donnell
 14 P Steinback & A Whittaker
 35 E & C Wheeler

Class 4
 30 C & B Hollingsworth
 7 B Tyler & J Colvin
 21 D & Q Nicholson



COMPLETE RESULTS

FULCRUM SUSPENSIONS COASTAL CHALLENGE 2005

MORNING ROAD SECTIONS

Car	RS 1			RS 2			RS 3			TOTAL AM
	Questions	Time	Other	Questions	Time	Other	Questions	Time	Other	
1	30	7	30	0	0	0	0	0	0	67
2	120	0	30	60	0	0	0	0	0	210
3	30	8	30	0	0	30	0	0	30	128
4	90	3	30	60	0	90	60	0	30	363
5	120	4	30	90	0	0	30	0	30	304
6	120	3	30	120	7	90	90	0	30	490
7	0	3	30	0	0	0	0	0	0	33
8	0	25	30	30	0	30	0	5	0	120
9	120	3	30	30	0	60	90	0	30	363
10	60	1	30	30	3	30	90	3	30	277
11	120	1	30	90	1	30	60	0	30	362
12	0	6	30	0	2	30	30	18	30	146
13	0	0	30	0	1	60	0	5	30	126
14	0	7	30	0	0	0	0	14	0	51
15	30	0	30	0	0	0	0	13	0	73
16	0	1	30	0	0	0	0	0	0	31
17	0	2	30	30	0	0	0	8	0	70
18	60	5	30	0	2	0	0	0	0	97
19	120	0	30	120	1	60	90	0	30	451
20	60	1	60	60	0	60	0	0	30	271
21	0	1	30	0	0	0	0	9	0	40
22	0	16	30	0	0	0	0	0	30	76
23	90	6	30	30	0	30	0	0	30	216
24	0	5	30	0	0	0	0	0	0	35
25	90	1	30	60	5	0	150	2	60	398
26	30	8	30	0	0	0	60	0	30	158
27	0	2	30	0	0	0	30	0	30	92
28	120	2	60	150	0	60	150	0	60	602
29	120	1	30	120	0	60	30	0	30	391
30	0	0	30	0	0	0	0	0	0	30
31	60	2	60	30	0	0	30	0	30	212
32	0	20	30	0	0	30	0	0	0	80
33	30	12	30	0	0	0	0	0	30	102
34	0	0	30	0	0	0	0	3	0	33
35	0	0	30	0	1	30	0	0	0	61



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Interclub challenge report

The 3rd round of the QLD Interclub Challenge was the Marque club night run. Tony & Helen Best were the only bscc entrants. BscC finished last & have dropped to last place in the overall standings. The next round is the Qld Challenge Touring Road Event on 30/7. If this interests you come along to the info night on the 13/7 to learn the format & navigation skills required for this popular event.

Wes Depper BSCC Representative