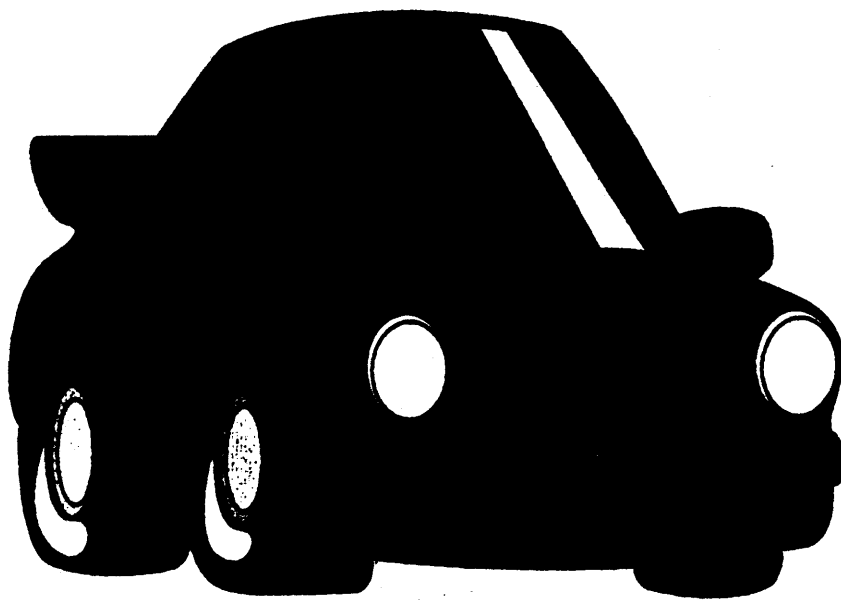


Wheelspin

A Publication of Twin Cities Autosports Club Inc.

16 APR 1993



Twin Cities Autosports Club Inc.

P.O.Box 697 Garbutt, QLD, 4814.
Unit 8, 237 Dalrymple Service rd, Gasoline Alley

President	Tony Tunstell BH 812 151 AH 812 259
Vice President	Shawn Eggins AH 732 832
Secretary	Geoff Nicol 734 663
Treasurer	Ken Long AH 737 404
Club Captain	Ron White
Social Directors	Joanne Kelly Bruce McCarthy
Publicity Officer	Susan Achterberg
Editor	Leigh Achterberg 795 816
Cartoons	Joanne Kelly

Editor's Note

I would just like to say a few words about our "Media Charity Day" - Barry Anderson and Ken Long have put in a great deal of effort to make this event a big success, so please come along and support them and our club.

Also through Barry's efforts, Sergeant Peter Walsh has joined the club in an honorary capacity as "Police Liaison Officer". Peter will be attending the "Media Charity Day" which will give us all an opportunity to meet him. He will also be working on that day so let's meet him in a social capacity and not in his work capacity on the road to Bluewater!!

I understand that Peter has, and is, sticking his neck out for us by doing this and every effort on our part should be made to show our appreciation and prove that he has done the right thing.

To maintain a good relationship between our Club and the Police, a list containing details such as owner, rego, make and model of all cars actively competing in our club events should be made available and given to Peter as soon as possible. This should let him know that we are "fair dinkum" about the whole thing and that the people who are out there dropping skids in old or ex rally cars are, in fact, not in our club. This also means that if you are one of the idiots who tear around the streets, you will get caught, and will be very unpopular amongst your peers.

Again I would like to thank Ken and Barry for putting in such an effort for the "Media Charity Day" and remember it is your club so it is only as good as you are willing to make it.

Leigh

PRESIDENT'S PROLOGUE

As reported in the last magazine it has been increasingly obvious over the past few weeks that there are events in the near future, an observation based on the large number of cars being worked on in one form or another.

Also the past weeks has seen several "new" cars appear; they being the "Greenie" - Activators thrash car Mk III and Boxhead's hybrid Mazda "828". Rumour also has it that the Capella tradition is being kept alive by Glen Reeves who is reported to have nearly finished his "new" car after an absence of many years, although Glen's cars have had a history of finishing all events regardless of busted axles.

Barry Anderson has been slaving away preparing for the Bluewater Media Day on the 18th April with all preceding as planned at this stage, and considering the attention to detail he has implemented I can't imagine anything preventing what will be the best P.R. day this club has seen.

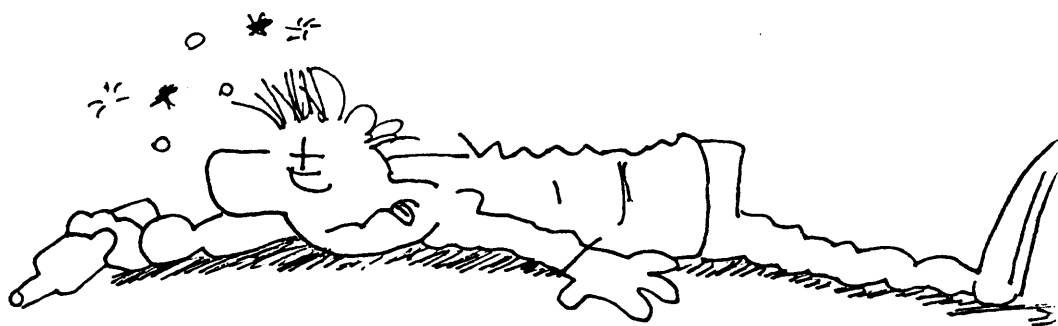
I hope that all club members (including those none-paid up members, myself included) will attend the event to display to the media a show of dedication we have for our sport. It would be pretty sad if a heap of media and invited guests show and only a handful of club members bother to attend. Barry has made the effort, let us fully support him. If possible club T shirts should be worn on the day to enable easy identification of club members.

I hope that Brisbane has recovered from the culture shock following a visit from some of our club members to the recent Indy G.P. Is it not strange how our club is never forgotten after a visit to any event. These guys really make an impact on others, and I personally doubt that charm has anything to do with it.

Don't forget, if you want to know what is going on
- call in at the Shed or at notice board areas.
Richard Kelly has shifted again, his new work
shop is on Charters Towers Road near Kentucky
Fried Chicken.

That's all folks.

Killer



On behalf of the Club I would just like to wish
Ian Ogilvie, Tony Tunstell and Shawn Eggins Happy
Birthdays, all ages have been with-held due to
lack of room on this page.

HAPPY BIRTHDAY HELEN
(Things Of Stone Stone and Wood, one nil)

CLUB CAPTAIN'S REPORT

WELCOME everyone, especially new members, to another year of motor sport and social activities. Looking at the calander we should have a few good rallies organised for later in the year, the only trouble is, the club does not run on rallies alone, so let's all get in and have a go. You don't have to have experience to direct a night run, motorkhana or autocross. There are plenty of us who are only too happy to help you in any way. Remember if we are trying to boost membership we need more members who can direct events so we can increase the number of events to make it worthwhile joining. No body will join if there is nothing to do.

So, now that we have more events, we need more members - eg time keepers, control officials etc instead of relying on the same people all the time. So next event, if you are not competing why not help out in some capacity and help the director. The event will run smoother, there will be less delays and it will encourage directors to do more events. Not even the best director can do every thing without assistance.

So hopefully, as we have talked about before, this year we can run not only a control officials school but a directors school from night runs to rallies. It will not only refresh some of our memories, but it will give our newer members the confidence to man their first control or direct their first event.

The next event will be the Charity Media Day at Bluewater. This is our one big chance to promote our club and the forthcoming QMC so let's make it a big success.

Ron White

	A	B	C	D	E	F	Total
Leigh Achterberg	5	5	5	5	5	11	36
Lou Achterberg		5					5
Sue Achterberg		5					5
Michelle Connell		5	5	5	5	5	25
Shannon Croft		5	5				10
Shawn Eggins		5	5	5	5	15	35
Chris Harrison	5	5		5	5		20
Angela Kelly		5	5	5	5	5	25
Bernie Kelly					5		5
Joanne Kelly	5	5	5	5	5	7	32
Ken Long	5	5		5	5	8	28
Matthew Long		5					5
Bruce McCarthy	5	5		5	5	13	33
Geoff Nicol		5		5		10	20
Andrew Norrie					5		5

Grant Ross	5	5	5	5	9	29
Colin Ryan	5					5
Lindsay Stone	5	5				10
Lisa Sullivan	5	5	5	5	5	20
Brad Trimmer		5	5	5	15	30
Tony Tunstall	5		5	5		15
Colin Williams			5			5
Robyn White	5	5	5	5	10	35
Ron White	5	5	5	5	10	35
Craig					6	6
Leanne Maher					5	5
Michael Cooper					5	5
Greg Van Dinter					10	10

E = 21/2/93 Working Bee
F = 7/3/93 Motorkhana

A = 22/1/93 Meeting
B = 6/2/93 Leigh's Night Run
C = 13/2/93 Mystery Run
D = 19/2/93 AGM

CLUB CALENDAR

General Meeting (The Shed)	7.30pm Fri 16 April
Mystery Run/Scavenger Hunt (The Shed)	7.00pm Sat 17 April
Media Charity Day (Bluewater Range)	11.00am Sun 18 April
Motorkhana - QMC Round - (Willows Car Park)	1st & 2nd May
General Meeting (The Shed)	7.30pm Fri 21 May
Directors School (The Shed)	7.30pm Fri 7th May
Leisurama (Laverack Barracks)	Sat + Sun 15th + 16th May
Rotary Club Car Show (Ogden St Car Park)	Sat + Sun 29th + 30th M
Bluewater Rally (Bluewater Range)	Sat 12th June
Khanacross (End of Dragstrip)	Sun 10th July.

SPORTSMAN OF THE WEEK

(This article was written last year but due to a lack of magazines never printed)

We have chosen as this weeks 'sportsman of the week' the dashing, debonair, dreamboat Quick-Leigh", as he is affectionately known to his friends. "Quick-Leigh" took the world by storm last weekend when he won yet another rally car event. This is his second consecutive win in the short space of only a few months. We were fortunate enough to catch up with "Quick-Leigh" after the event and conduct this interview with him.

When we asked Leigh how he felt about his victory last weekend he modestly replied "I thought that I was by far the best man on the day, and I deserved to win". "Quick-Leigh" also wanted us to add, for the benefit of his racing mates that "this second victory should prove to all the other scumbags that it's not just beginners luck that helped me win, it's my obvious, natural skill".

"Quick-Leigh's" response to our question on what he thought contributed to his continuous run of good luck reveals that underneath his tough exterior is a sensitive and wonderful human being. "Quick-Leigh" said "I think that it is only fair that my loving, luscious and loyal girl friend should get all the credit for my recent success. It's true what they say that behind every successful man lies a woman. My girlfriend is the best thing that has happened to me" Leigh told us.

We also asked Leigh how he developed such ravishing, risky and radical driving skills. "Quick-Leigh" unashamedly replied "My driving techniques have developed over the years mainly as a result of my involvement in many high speed car chases with my friends the 'boys in blue'. It was during these chases that I learnt and developed many of the manoeuvres that I use whilst I am rally car driving". Leigh also mentioned that he now looks upon the many demerit points, nights in the lock up, and court appearances as being beneficial to his racing career.

We asked "Quick-Leigh" if rally car driving was his first love, he was quick to reply "Definitely not, my first love would have to be my mother's fantastic cooking, which is why I am still at home at the age of 23.

"Quick-Leigh" dazzled spectators with his brilliant display of driving mastery. His obvious raw talent made his opponents look like insignificant ants on the track. After the event Leigh was mobbed by fans all begging for a ride with him or his autograph. It was obvious that he was an inspiration to all present.

To summarize, our exclusive interview with "Quick-Leigh" revealed that he is a multi-talented, magnificent man. He is not your average revhead rally car racer but a highly sensitive and highly intelligent person. During the week Leigh is an electronic technician/electrician who is both highly valued and respected by his employer and fellow workmates alike. We will be watching with great expectations "Quick-Leigh" in his upcoming event at Bluewater on the 11th of July.⁹²

A. Snodgrass

BRAD'S MOTORKHANA RESULTS - 7TH MARCH

Car	NAME	Test 1	Test2	Sub	Test3	Sub	Test 4	Sub	Test 5	Sub	Test 6	Sub	Test 7	Sub	Test 8	TOTAL	A	B	C	D	E	F	G	H
1	BASIC	32.62	27.33	59.95	31.59	91.54	28.25	119.79	50.16	159.95	43.61	213.56	35.95	249.51	29.91	279.42	1	1	1	1	1	1	1	1
2	BOXHEAD	41.28	26.78	68.06	34.11	102.17	32.86	135.03	55.56	190.59	47.96	238.55	38.54	277.09	31.23	308.32	4	4	4	4	4	4	4	4
3	MICHELLE	50.65	44.72	95.37	47.50	142.87	43.34	185.21	113.33	297.54	131.02	430.56	53.46	484.02	43.32	527.34	6	6	6	6	6	6	6	6
4	LEIGH	32.23	27.02	59.25	33.22	92.47	31.48	123.95	51.61	174.96	44.17	219.13	39.66	258.79	30.07	288.86	2	2	2	2	2	2	2	2
5	JO	37.88	29.09	66.97	35.42	100.39	32.17	132.56	59.61	192.17	50.28	242.45	40.33	282.78	33.79	316.57	3	3	3	3	3	3	3	3
6	BRUCE	33.03	27.36	60.39	31.97	92.36	30.57	122.93	49.73	172.66	44.83	217.49	37.61	255.10	29.24	284.34	1	1	1	1	1	1	1	1
7	CRAIG	37.97	25.87	63.94	33.04	96.80	30.42	127.30	51.23	178.53	38.97	267.40	36.77	304.17	35.57	339.74	4	4	4	4	4	4	4	4
8	ANGIE	58.26	39.61	97.87	44.74	142.61	41.69	184.36	107.47	291.77	116.57	438.34	53.35	461.69	38.42	500.11	6	6	6	6	6	6	6	6
9	LEANNE	43.69	30.68	74.37	39.14	113.51	37.92	151.43	113.33	264.76	37.43	322.19	46.16	358.35	39.00	407.35	5	5	5	5	5	5	5	5
10	LISA	39.27	31.83	71.10	35.59	106.69	35.69	142.35	102.47	244.85	49.97	284.82	42.92	337.74	36.45	374.19	5	5	5	5	5	5	5	5
11	KEN LONG	36.61	26.91	63.52	34.12	97.54	32.99	150.54	56.04	185.58	50.85	237.43	37.47	274.90	33.74	308.64	2	2	2	2	2	2	2	2
12	MICHAEL	38.41	26.60	65.01	35.08	100.09	DNF	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	ERR	
13	GREG	37.05	26.59	63.64	33.17	96.81	31.51	126.32	62.59	191.31	45.57	236.89	33.53	275.41	31.18	306.59	3	3	3	3	3	3	3	3

Seeing as we have quite a few articles this month generated by Brad's Motorkhana, I thought it appropriate to reprint the results. I also find it appropriate to mention the mighty "Greeny", which took out 2nd, 3rd, 4th, 5th, 9th and 11th places out of 13 entries (all without any pedal or hand brakes except the back right hand wheel).

What a car, 96 tests all up.

Long live the Greeny!

THIS COULD BE YOUR CHANCE!

Advertising - anything thing
at all. Have your Business name seen in
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Contact Leigh on 79 5816 AH.

BRAD SHORT'S MOTORKHANA

Hi, we thought it was about time we showed these guys how to motorkhana. Firstly we had to learn what to do. It was a very shakie ride down Shaw's Road in the non-smelling Skyline. We didn't think we would make it. With things falling off and doors not shutting, we then made a startling discovery ... the hand brake didn't work either. With steering as hard as a Mac Truck the poor Skyline was not up to scratch. So the oil burning bucket was put to the test. King Boxhead set up a course using PVC piping and blocks of wood and using technical words like trees to describe the course, we were on our way.

(Lisa's bit) With Mac doing those gravel noises I wanted to learn how the hell you do it. So with her experience of dropping clutches I soon learnt how and when they say jump on the brake - Wow you really have to! So it was a shock to every one that I could actually drive around things without running into gutters. So the learning day was a lot of fun. What was even better was when I had to take the CRX home because the Skyline was still broken. I had a week of driving and hooting around corners as fast as the Honda could stand. I was ready for Sunday, well I thought I was.

(Mac's bit) Wow where do I go. Yeah just around that pole and this pole - okay I've got it down pat, that one, this one, and on and on. Shut up Lisa, I'm trying to concentrate, I'll teach you soon. Can you sit still and stop laughing. All right will you stop bugging me if I teach you how to make those gravel noises. Peace and quiet at last. This is fun, do I have to share,

I don't want to give Lisa a go. Its not fair, she is better than me. Oh well life goes on.

(Lisa again) Well the big day had arrived, I was hyped up. All I had to do was get there. We unloaded the Greeny, oh what a car. So it was up to me, down the end with Leigh telling me what to do, actually screaming at me, jump on the brakes, put the clutch in, put your foot down, floor it. With so many instructions, wasn't I confused!! I paid my money and got my sheets. Oh hell no one told me I had to reverse, there will be laughing going on today. I lined up last, until other people arrived later. I was begging every one to take me out and show me what to do. It was finally my turn, with Leigh as my navigator telling me what to do, where to go. Man this is fun, flogging the guts out of the Greeny. When is it my turn again? With Mac and Flange taking turns at coming out with me didn't we have fun, I had finally worked out how to make those gravel noises and dropping the clutch was a breeze. I was laughing so much I almost wet myself. My confidence was booming, after a few runs I was so good I could drive half off the seat and grab second gear in once course. I kind of fish tailed into the garage, missing the poles by the hair on Bruce's chin (?) Wow, head swell, I can do this. It was now my turn to show Ang exactly where to go, she was doing so well except for a few WD's she was skidding all over the place.

Now came the reversing, with Leigh directing me, I was in control. I fooled a few people including myself. To sum it up I had a ball. We discovered sun burn cream and dust don't mix. Oh well life's like that. On ya Brad, a job well done.

(Michelle) Well the day started off great, every body helping each other until the driver's briefing. I then knew I had to drive. How embarrassing, I knew for sure I would get a WD but no such luck. My first time was almost over a minute, then I beat my first time by about a second. How impressive I thought. Well then I had to reverse, what a laugh. I think I hit about 5 flags, with each flag adding 5 seconds on my time, which didn't worry me because it was my first motorkhana and I didn't care if I came LAST. I was only in it for fun, not competition. Lisa came in the car with me the first time and directed me to each flag. How easy, I had a navigator which made it a breeze. Then we girls had to go to the dunny, I drove down to the go-carts. The doors never shut and there was no sink to wash our hands, and no toilet paper either. But we weren't really worried about that, we just wanted to go back and drive. Well the day was great. We all gathered at The Shed after going home and having a shower. The results were read out and yes I was 13th, that was the best position - lucky last. Great Motorkhana Brad, you've made me proud.

Michelle and Lisa

Mötörkhána;ñ

A competition where high speed, alcoholic freaks, compete with each other, sober, in a race, to see how quickly their over-reved, under-painted cars can be spun over or around flags. (However if you happen to be female, it is most important to make regular "gravely noises" to achieve greater crowd participation.

After looking up this word "motorkhana" in the dictionary, I was glad to see we finally did something by the book.

After some thought, to assist females gain higher 'auto sports' profiles amongst an almost "male dominated sport"; I've produced a few devices that might help their hidden talents -

Ultra-Light Anti-Hair Messing Helmet

- (1) Bow speakers
- (2) AM-FM and Sky Channel Antenna
- (3) Frente flower design
- (4) Heavy duty strap

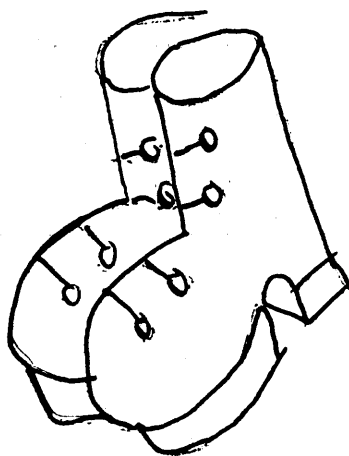
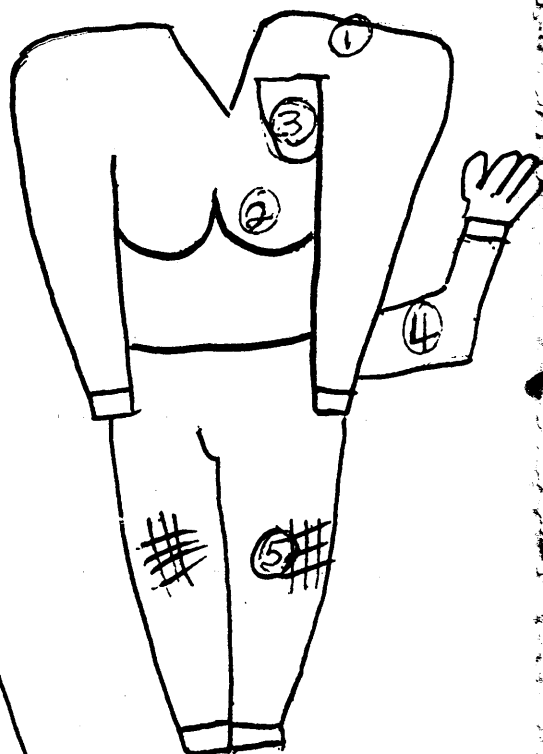
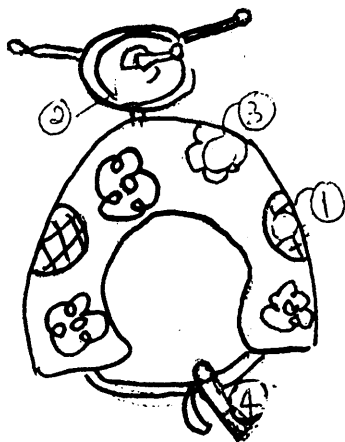
Lycra Racing Suit in Neon Colours

- (1) Padded shoulders
- (2) Fake boobs
- (3) Insulated pockets for "West Coast"
- (4) Extra hand for hand-brake
- (5) Padding on knees for begging with officials

Platform Shoes

Designed for those hard to reach pedals
(Inspired by Lisa)

Any orders contact Joke



Good
bye!

BLUEWATER '92



CARDWELL RALLY
LAST YEAR SOME TIME

Shawn Eggins

The Cardwell Rally was the first attempt at being halfway serious that Speedie and I had made. We ran in Bluewater (second to Activator) and spent more time talking about fishing spots and girls than concentrating on the job at hand. Speedie's main job was to count the wildlife wandering on the road that we ran over.

Cardwell brought more late nights in preparation, with Shane doing most of the work on my car. When we finally got there, everyone celebrated actually arriving in one piece, knowing we would all have a sore head in the morning and would have to drive what the hell!!!

Jo was using my other car and got a bit of an education when Boxhead showed her a couple of roads and how fast to go. Nearly every one in the club had put in time on the old "pinky" so she had better bring it home in one piece. The old Pinky also set and course checked the whole rally, with the only casualties being a battery and the front cross-member.

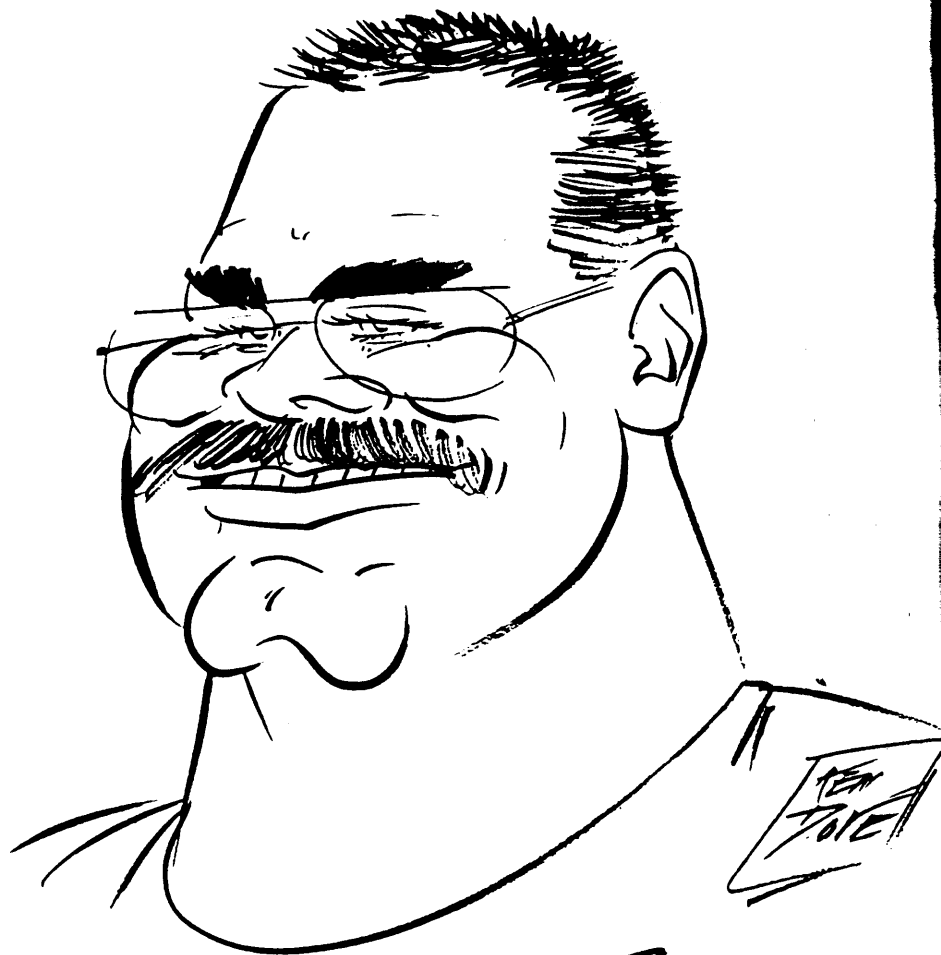
We started the actual rally quite well, that is I didn't crash much and Speedie didn't get us lost much. On the other hand Ken Lynch had destructively tested another motor in the first section and Jo had nudged a tree already. The first I knew of Jo's excursion was when I saw Ken's entire service crew beating my poor Pinky with a sledge-hammer. She had also ripped off a brake line just to give the competition a chance. Apparently Tania's navigating wasn't exactly world class either.

Shane and I got our act together after a couple of sections and were at least near the lead most of the rest of the rally. Oges even had to run over an arrow on a turn to try and slow us. Troy must have been doing a good job navigating to keep up with the old man's driving.

Night time and we were car one on the road for most of it. We'd only had one broken wheel during the day and no problems at night. Fortunately for me the last section was cancelled, so I held 1st place. A test flog a week or two after the rally saw me walking back to the Shed, abandoning my now three wheeled car. A rose joint had pulled out of the right hand control arm after only about two kilometers. I was thankful that this hadn't happened in the last section that was cancelled because it was reported to be very fast.

Boxhead and Andrew Norrie organised the event and had help on the day from Edwin (Fulcrum), numerous control officials and some radio dudes. Thanks to all.

PORTRAIT OF A SHEPHERD



BOXHEAD
RACING

24 MAR 93
STANFORD, FL



FLANGE'S FIRST MOTORKHANA

BRADY BUNCH MOTORKHANA

I knew straight away I was going to look like a real fool. The Brady Bunch Motor-khana was on the weekend and I was meant to be competing in it. I really didn't want to, but I found out that Lisa, Jo, Mac Truck and Leanne were going in it, so I thought, well if they were going to make fools of themselves, so would I.

The day before the event (Saturday) we were at The Shed and Leigh had his Greeny car going so all of us were going to have a go.

When Mac had a go she hated it, she said every thing was too loose, the steering, the clutch. She was definitely not driving it. She said that she was used to Brad's big tank of a car, Michelle was driving his on Sunday.

Then I had a go, what a big joke that was. Bruce came in the car with me and by the expression on his face, he must have thought I was going to kill him (do ya blame him??) He was trying to teach me how to do a foot brake turn (I think) any way he showed me and I soon got the hang of it. Well, I thought so any way The big day had come, after testing out the two cars on Saturday (Basic's and Leigh's) I thought the Greeny was the go. Basic's Datsun was too hard for me to handle. So I was an official Greeny driver (even though I can't drive).

When we got out there, Ken Long nearly fell face first off his chair, he was shocked to hear that I was driving. When every ones paper work was done, I was ready to roll. Waiting for my go I was shaking like crazy then

I got in the car looked at the poles and just went blank in the head. I started packing it, I had absolutely no idea where to go, I thought to myself this way will have to do. Jo was my first passenger and, just like Bruce, I think she was worried I was going to kill her. But she coped.

After awhile I was getting used to it, but I kept driving through the garages. I wasn't the only one, Boxhead was as well. It wasn't my fault the Greeny had absolutely no brakes, so it was the cars fault!!

Lisa, the big wacker, was laughing all the time and absolutely peak revving the poor car every time she went out, I was laughing so much. As for Jo-Anne, she is so serious she was like a bull charging at the poles. She was pulling the hand brake here, there and every where, when Maca Lisa and I can't even lift one. Macshell was scared of me, I reckon, she didn't go in the car with me more than twice.

She drove that big buff of a car, the 200 bucket (Brad's). She looked so funny in it but she wanted to drive Brad's.

Reverse was awful, I hated it. Jo said to me "Why don't you take Basic in with you" I said "Okay" and I did. Talk about frustration!! He kept saying go left go right. Of course Miss Angela Unco went completely the opposite to what he said, so I gave up - Useless hey!!!. Maybe in the next one I will do better.

Jo-Anne was sunburnt in the most unco places, she had strips on her face from her sunnies. Well we weren't worried about sunburn, it was dirt. It was so dusty we were black, even Leigh and Jo and they're pretty damn white. It was rude of people to kick dust up at me whe I was flat out spinning wheels.

When the last race was finished I was just getting use to it all, it was really depressing because I had just started getting reasonably good (I thought so any way).

The results were finally worked out. Of course the Greeny was the best car of all. Basic came first in his Datsun 1600 and Jo came first out of the girls in the Datsun 1600. It must have been rigged hey!!

Well when all was read out Mac and I were way down the bottom. We will do better next time - so look out Jo! Lisa, surprisingly, beat Lea-Anne, actually flogged her so good, on ya Lisa!

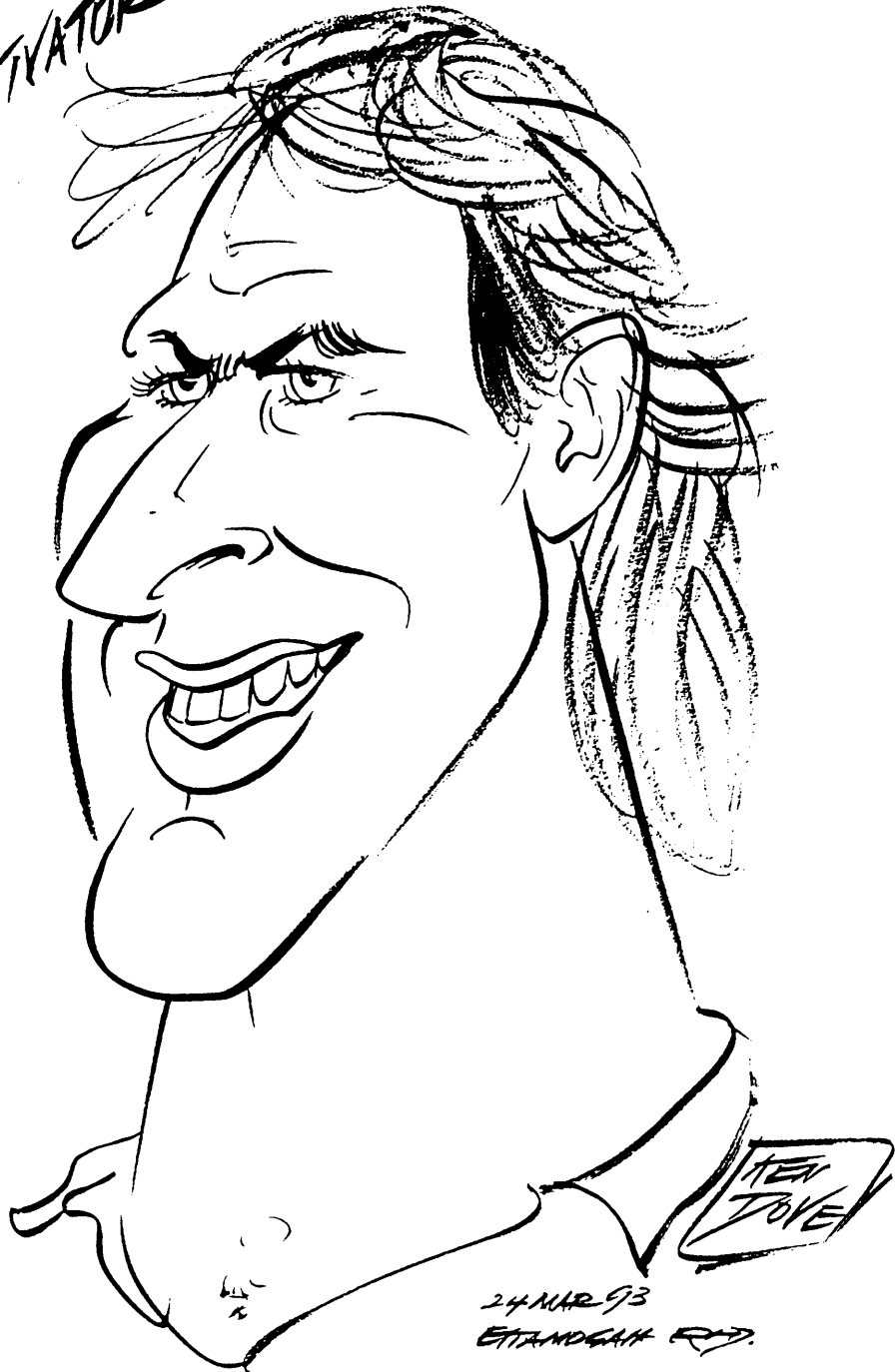
Thanks Leigh for the use of the Greeny, had heaps of fun.

When's the next one?

See ya,
Flange

PORTRAIT OF..... ME!

ACTIVATOR



24 MAR 93
STANDISH RD.

PORTRAIT OF A RALLY CHAMPION



24 MAR 93 ETAMOGAN. 013

PORTRAIT OF A DEDICATED DRINKER



BRUIZER

24 MAR 93
ETAMOGALL. DRY

TEN
LOVE

LYN PERRIN MEMORIAL RALLY
ROCKHAMPTON - 24 OCTOBER 1992

Shawn Eggins

We actually found out about this rally in advance so Shane had plenty of time to do all of the work on my car. Boxhead and Activator formed a team and Lee Williams and Edwin also came along to show us all how it was done. We were all going to go down to Rocky in convoy, but you know how it is. I was still buying parts for the car on the way out of town. By the time we arrived at the Caves Showgrounds, the Boxhead Racing Team had already been partying for hours. Lee showed up not much later.

When we woke up in the morning other crews were showing up (a couple were from Brisbane) and the officials came over and welcomed us.

We inspected all of the other cars but none of the others paid much attention to us Northerners. Some of the cars and crews were known to be fast, so we were just going to play it by ear.

The rally finally started and we were off at car seven, Lee Williams at car four and Boxhead was a way behind me. We all stood around at the end of the first transport talking. I happened to ask one of the other dudes how the roads would be compared to this? (Indicating the ground beneath our feet - it was like a concrete highway) He said "Some of it is much better than this!!" So us Townsvillians all watched carefully as other cars left the control.

Our turn now, and boy, fast ... I went up through the gears into fifth and the motor was doing more revs than ever before. Back to fourth gear for the slow corners!!! The first section was good for me. We spent so long in the air over one jump that a hostess came down the aisle with tea and biscuits. The car chewed juice at an alarming rate (this continued throughout the event) and we had a flat in transport.

Shane and I had come fully prepared, so at the controls we read our Sextoons book and sipped from the onboard water supply. When people asked how our times were, we added on a minute so that they would be nearly as confused as us. My first ever bitumen section in daylight. Short and sweet with some bumps and curves - just like a girl I know.

We seemed to be going okay in this daytime stuff but had no idea how well until the tea break when they re-ordered the field and I was car one, closely followed by Lee Williams. When the spectators and other crews realised the Townsville clowns were doing so well they all came over to see what sort of motor I had, what sort of struts did I use etc. I disappeared and left Dad to tell the lies. It looked like a Magna advert., with people climbing in one door and out the other.

The night time stuff turned out to be similar and we battled for the lead with Lee. There were a couple of bits called "tight and twisty between trees", that turned out to be a lot like our "fast and open".

During the night Lee surrendered second place to a local (rumoured to have driven the course). Boxhead provided some excitement for the spectators with a big off into the scenery.

The presentation was pretty wild. I gave a speech! Since this was the Lyn Perrin Memorial Rally, I decided to find out why it was a Memorial. Instead stupidly I ask "What's this in aid of?" Joombie stands on the esky at the back of the crowd and yells "It's made of wood you idbt!" pointing to my newly acquired trophy. Lyn Perrin was a car freak, like the rest of us, in Rocky. When he and his mates were adrift miles out to sea he swam for help but sadly never made it.

The trip home was another story in itself. The rally was very well organised and a new experience to compete on such fast roads. I'll be back this year.

TWIN CITIES AUTOSPORTS CLUB INC.
TREASURER'S REPORT - MARCH 1993
STATEMENT OF RECEIPTS & PAYMENTS

Opening balance from February Report
Plus receipts

\$1964.82

230512	Social Director fundraising	\$	37.70
230513	M Connell entry motorkhana	\$	10.00
230514	L. Maher entry motorkhana	\$	10.00
230515	J. Kelly & B. McCarthy entry	\$	20.00
230516	A. Kelly entry motorkhana	\$	10.00
230517	L. Sullivan entry motorkhana	\$	10.00
230518	K. Long entry motorkhana	\$	10.00
230519	S. Eggins entry motorkhana	\$	10.00
230520	Leigh Achterberg entry & CAMS mship	\$	15.00
230521	C. Furniss entry motorkhana	\$	10.00
230522	G. Ross entry motorkhana	\$	10.00
230523	M. Cooper basic lic & CAMS mship	\$	20.00
230524	M. Cooper entry motorkhana	\$	10.00
230525	M&C Long passengers	\$	4.00
230526	G. Van Dinter entry motorkhana	\$	10.00
230527	K&M Long CAMS membership	\$	10.00
230528	M. Cooper passenger	\$	2.00
230529	C. Furniss passenger	\$	2.00
230530	Social Director - fundraising	\$	51.40
230531	Leigh Achterberg club shirt	\$	20.00
230532	A. Norrie CAMS mship & basic Lic	\$	20.00
230533	Lou Achterberg advertising mag	\$	50.00
230534	Social Director fundraising	\$	120.00
46	K Long Family competitive mship	\$	30.00
47	Leigh Achterberg comp membership	\$	20.00
48	G. Ross club comp membership	\$	20.00
49	M. Cooper club comp membership	\$	20.00
50	A. Norrie club comp membership	\$	20.00

\$ 587.10

Less payments	
476815 CAMS insurance	\$ 125.00
476816 CAMS Affiliation fee	\$ 172.00
467817 McArthur Coutts audit fee	\$ 300.00
467818 Consumer affairs lodgement fee	\$ 19.00
476819 S. Eggins shed rental	\$ 120.00
476820 Leisureama exhibit	\$ 25.00
467821 Rotary Car Show deposit	\$ 100.00
Magazine postage and stationery	\$ 47.05
	\$ 908.05

\$1643.87

Balance as at 19/3/93

BANK RECONCILIATION AS AT 19/3/93

\$ 1823.77

Balance as per statement 15/2/93

Plus deposits

17/2/93	\$ 151.05
2/3/93	\$ 37.70
11/3/93	\$ 319.40
19/3/93	\$ 182.95

\$ 691.10

Less unrepresented cheques

476814	\$ 10.00
476815	\$ 125.00
476816	\$ 172.00
476817	\$ 300.00
476818	\$ 19.00
476819	\$ 120.00
476820	\$ 25.00
476821	\$ 100.00

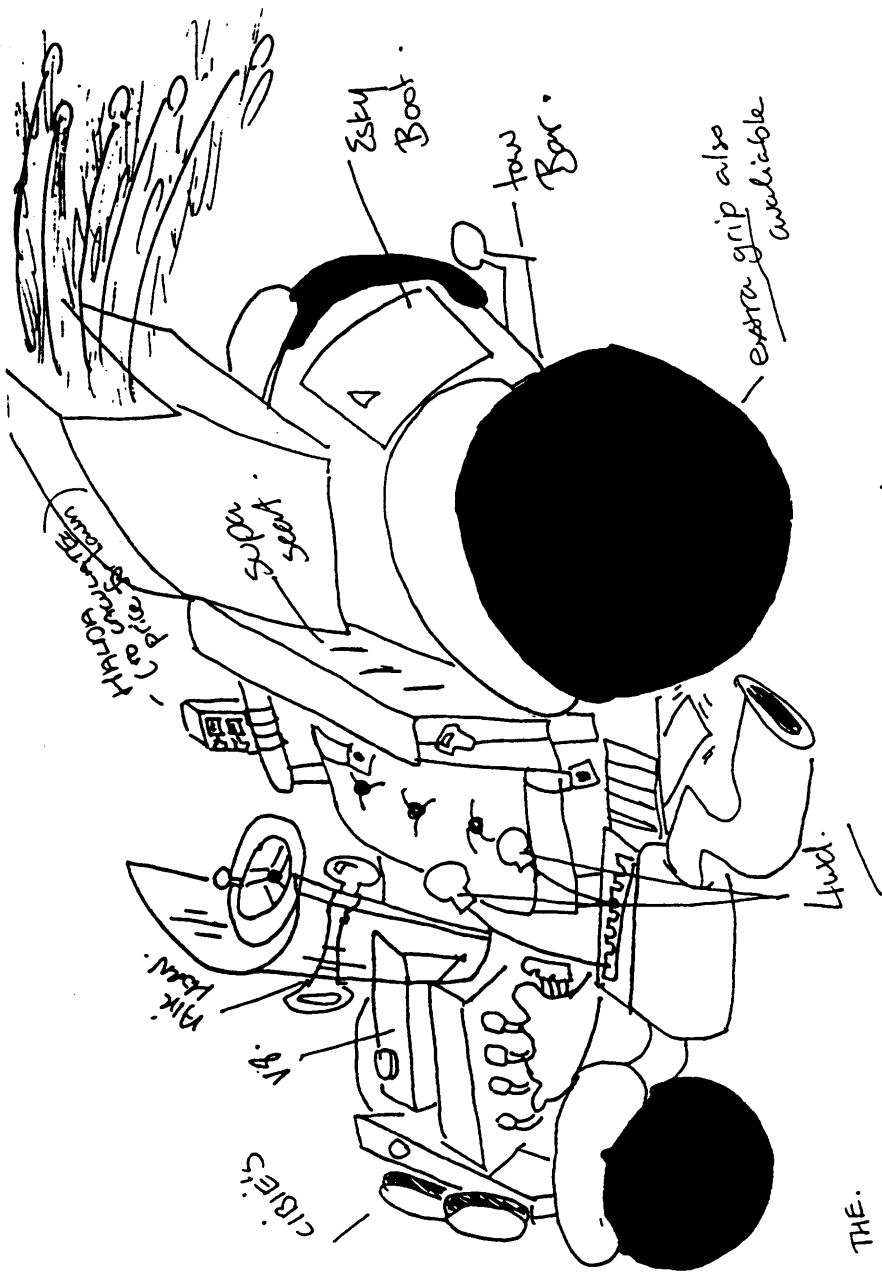
\$ 871.00

Balance 19/3/93

\$ 1643.87

ACCOUNTS FOR PAYMENT

CAMS memberships	\$ 20.00
Ambulance for Media charity day approx	\$ 60.00
Total	\$ 80.00



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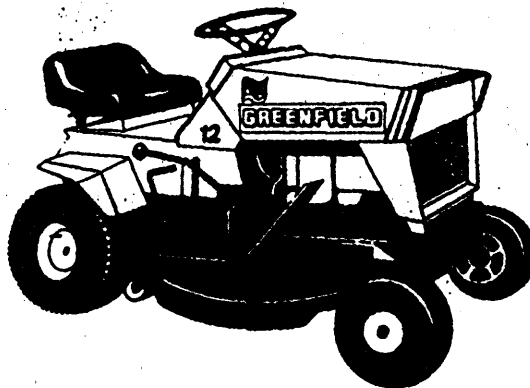
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