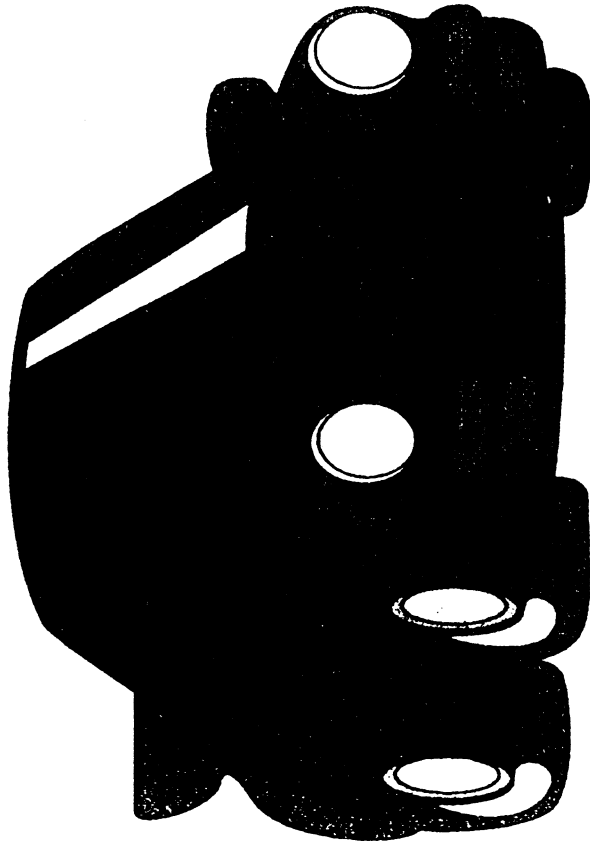
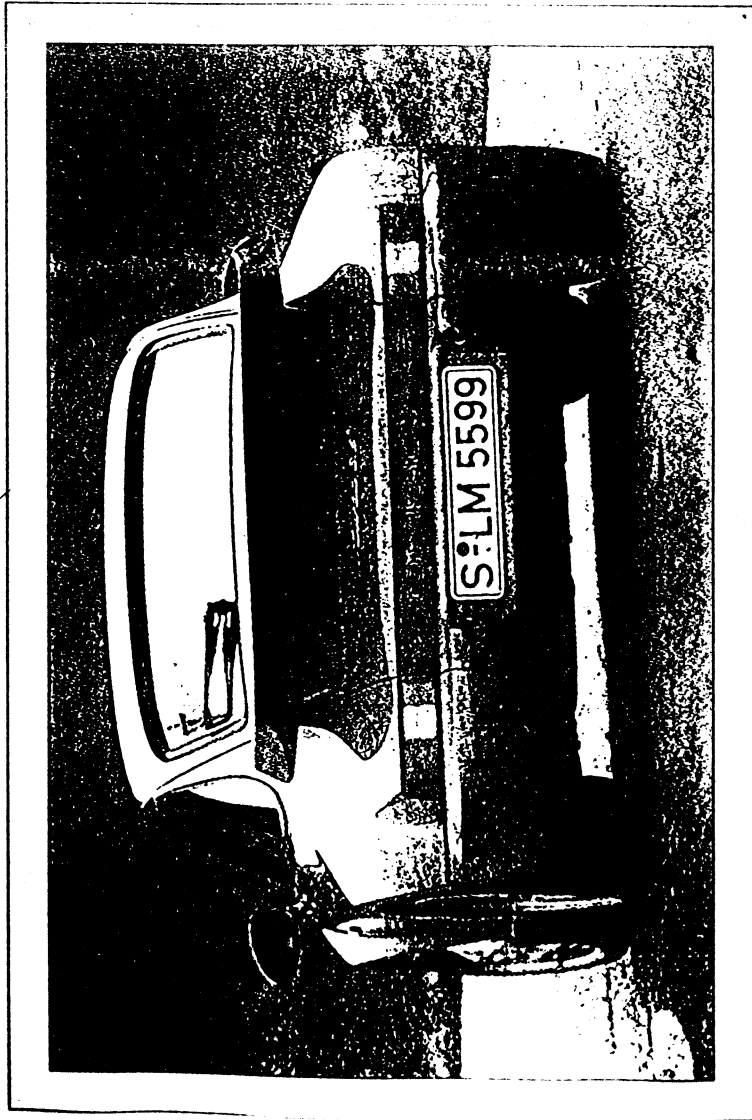


7/5647

Wheelspin

A Publication of Twin Cities Autosports Club Inc.

24 JUN 1993



The End.

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 Social Directors

Ron White
Joanne Kelly
Bruce McCarthy
Susan Achterberg
Leigh Achterberg
795 816

Publicity Officer Editor

Cartoons

Joanne Kelly

PRESIDENT'S REPORT

It appears to be time again for another session of lies, laughs and occasional snippets of useful information.

Sorry about the lack of reports people, unfortunately there was a misunderstanding between myself and the Editor. Due to various reasons the magazine was delayed and I assumed that the next edition would be June, hence this article.

First of all, as most people are aware, Bazza's Media Day at Bluewater was a top day with heaps of fun had by all, except possibly Craig "crash" Furniss. Unfortunately for the club there was very limited media coverage.

Thanks Bazza for all the hard work you put into making the day possible. Also worthy of thanks are Jo, Michelle, Lisa and Flange for their excellent job in catering for the hungry horde. Sadly there was insufficient time for me to do the food full justice. To everyone else involved on the day thank you for a job well done, your efforts were appreciated.

On the May Day weekend Heckler and Stumpy ran a round of the QMC at the Willows Shopping Centre. As anticipated a large number of the public watched as our club competed against a couple of out-of-towners, they being Brian Dunn from Rocky and Geoff Crandell from the Gold Coast. The bad news is that they won 1st and 2nd outright.

Also in recent weeks our club put on a display at Leisurama and the Rotary Car Show, as usual we put on a good display and attracted considerable attention from the public. Even if only a few of the many who expressed interest actually made further enquires our efforts will have been justified.

If all things work out as planned, Bruce and Joombie's Bluewater Rally should be held on 10th July, 1993. Start getting your cars ready people as we can expect a bit of competition from Rockhampton and Cairns. Let's see if we can show a full field of cars for a change.

Killer

Here is a little something Heckler found from the past. It is worth reprinting and taking note of.

UNOFFICIAL CLUB CODE OF CONDUCT

1. I will endeavour not to give the Club a bad name by driving my signwritten rally car in a manner to attract attention by the police and public on city streets.
2. Likewise, when driving to Club events on the unsealed road near the grounds, I will not exceed the Club limit of 70km or engage in a competitive driving style using techniques such as "Scandinavian flicks", handbrake turns, reverse flicks or driving sideways around corners throwing "rooster tails" onto oncoming traffic.
3. I promise to attend as many working bees as humanly possible, as I know it is unfair to expect others to do my share of the workload.
4. I promise not to speed, spin the wheels or drive in a dangerous fashion in the club ground's carpark, spectator area or in fact anywhere, except during official competition. I would not like to be responsible for the death or injury of others, especially any of the children present at events.
5. If I engage in competition during the year, I will also try to assist in the direction of at least one event, even if only in a flag/fire marshal capacity or, more importantly a control official.

6. If appointed as an autocross flag marshall, I will use immense effort to carefully witness any penalty. If the unfortunate occasion arises with a competitor expressing a difference of opinion concerning an alleged penalty, I **WILL NOT** back down until justice is done.

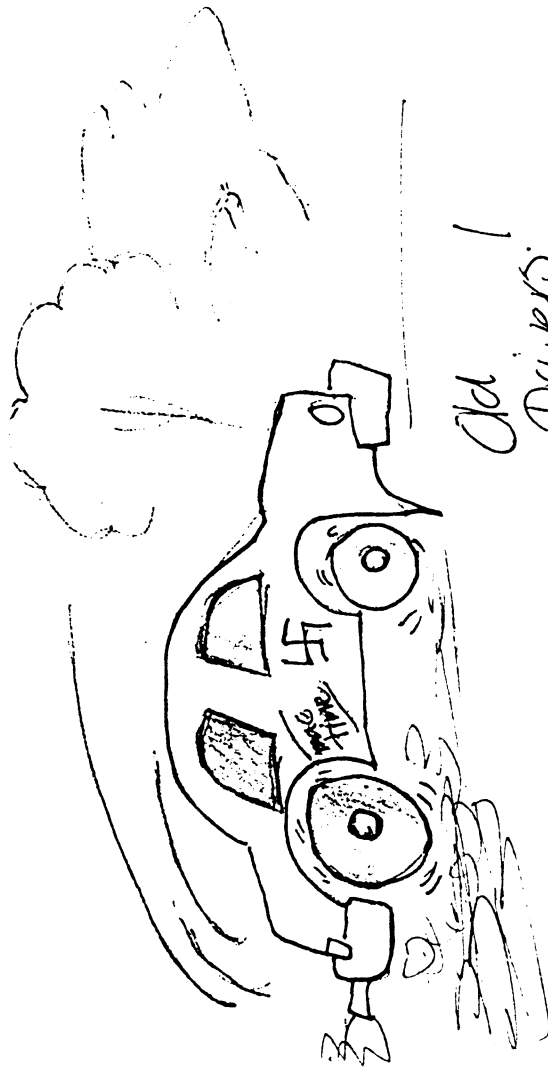
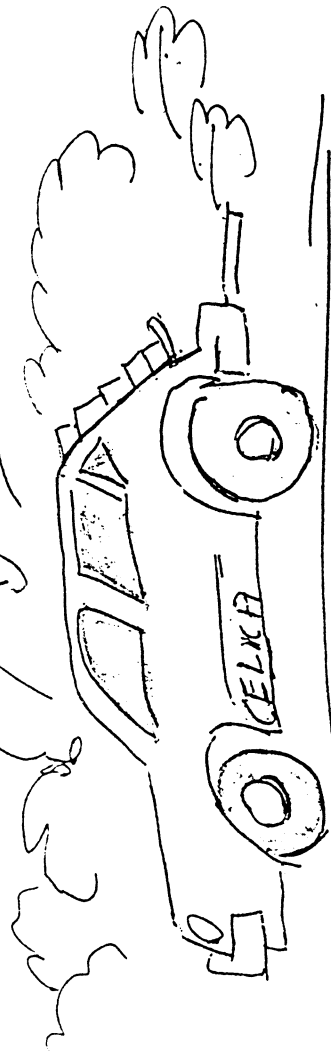
7. During rally competition I will not abuse any control official but treat all with respect, as I am aware they are an essential part of rallying. Also while at a control point, I will not engage in unruly behaviour such as obscene language, or using control official's cars as a dog would a tree. (Don't laugh these type of animals exist!!!) If I stumble on a novice official who has obviously made a mistake to my advantage, I will endeavour to rectify it and not behave like a thieving cheat. Besides, who wants to win an event no matter what the cost? Not me!!

8. If elected to committee, I will do the job to the best of my ability for 12 **MONTHS** and not suffer 'slack attacks' in the latter half of my term. I realise I hold this position only because members saw potential and had faith in my ability to handle the position as I was not (I hope) positioned only because of competition ability or just plain friendship.

KHANNA
GROSS

New
Drivers!

BEEP



Old
Drivers!

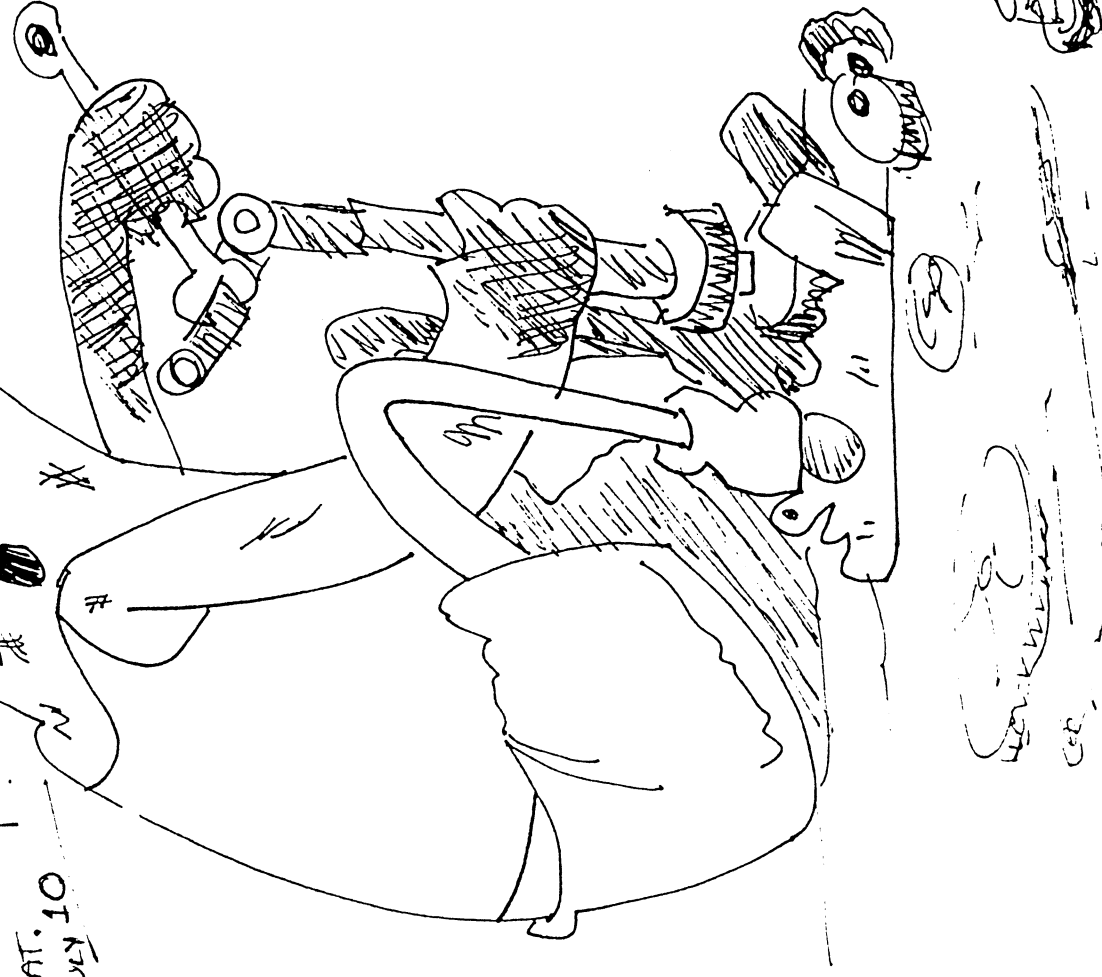
Sunday 27th June (10.00am)	Motorkhana (End of Dragstrip Shaws Road)
Monday 5th July (7.30pm)	Navigators, Control Officials and Directors School (The Shed)
Saturday 10th July	Bluwaterr Rally (Bluwaterr Range)
Monday 19th July (6.00pm)	General Meeting (The Shed)
Saturday & Sunday 7th & 8th August	Fulcrum Suspension's Cardwell Rally Cardwell
Saturday & Sunday 28th & 29th August	Ironman Weekend
Saturday 30 October	Lyn Perrin Memorial Rally

Please note that General Meeting will now be held on every third **MONDAY** of each month at

600pm. Attendance is essential.

Get your car ready
for the
Bluewater
Rally!

SAT. 10
JULY 10



TWIN CITIES AUTOSPORTS CLUB INC

MINUTES OF MEETING HELD 16/4/93

PRESENT: Ken Long, Ron & Robyn White
Ken Donovan, Brad Trimmer
Shawn Eggers, Andrew Norrie, Grant
Ross, Chris Harrison, Bruce
McCarthy, Jo-Anne Kelly, Leigh
Achterberg, Greg Van Dinter,
Tony Tunstell, Geoff Nicol, Craig
Furniss, Terry Furniss, Michelle
Connell.

Minutes of previous meeting were read and accepted as being correct.

Moved by L Achterberg & seconded by Ron White

The treasurer's report was circulated prior to the meeting and found to be true and correct.

Moved J Kelly seconded by C Harrison

Social Director's report. A night run to be held on 17th April.

Club Captain Report. Ron reported on the need to revise the point system. Ron **moved** a motion that all club membership be paid by the 1st May to gain full championship points.

Seconded by J Kelly

Grant Ross **moved** a motion that due to the large number of rally entrants the point score for a rally be 20,18,16,14, - - - 5 points for competitors. **Seconded** R White

GENERAL BUSINESS

1. Club fridge is making sufficient profit to cover the shed rent.
2. Ken Long **moved** a motion that a phone be installed at the shed for club purposes. **Seconded** by L. Achterberg motion carried
3. Geoff Nicol reported on Q.M.C.
4. Rally permit and supplementary regulation to be sent to CAMS for rally at Bluewater Range on the 12th of June, Bruce and Chris to see Ken and Geoff for organising of permit and supp regs.
5. Rally Directors and Timing Officials school on Friday the 7th May at 7.30 pm to be run by Geoff, Ken and Grant.
6. It was requested that CIGARETTE BUTTS and BOTTLE TOPS not be thrown on the grassed area at the back of the shed as this area will be used for b.b.q's and other social activities.
7. Leisurama to be organised by Bruce and Jo.
8. Rotary car show to be organised by Tony.

Meeting closed at 10.05pm.

BAZZA'S MEDIA DAY

As most people are aware, a few weeks before the big day I went up to Bluewater with Bazza and Longy to try out some radios. Luckily they worked over short distances as I came unstuck and got stuck half off the road and half into a huge hole a couple of clicks up the road. After about 45 minutes, a busted jack and heaps of sweat the beast was ready to go again, although I wasn't too sure about my passenger it took awhile for him to relax again. Naturally I copped heaps of flak over that incident.

It was to my relief that on the day Oges also had a bit of an altercation with a bank not far from where I went off, so it was his turn to cop a bit. On ya Oges.

Once camp was set up it was time for the "Driving School" conducted by Oges, this class was supposed to show us how to tackle the hill without putting the fear of God into our passenger. Activator showed us the sensible way with nice neat lines, whilst Shawn underwent his Dr Jeckle/Mr Hyde impersonation and held it flat until something got in the way sending rocks and debris everywhere.

After class was out we returned to the camp to conduct "routine" servicing, for most this entailed checking intercom, tyre pressure etc. Oges and Michael Cooper decided to go one better with Oges dismantling his gear box and Michael's car flat out idling. These cars were eventually fixed although the problem was never located in Michael's car, it just decided to play again. (The

following week saw Boxhead and Richard replacing anything that may have played up, whatever it was, they found it). Most of our guests were surprised to see this sort of activity occurring so close to start time.

As we were repeatedly reminded not to drive above 7/10ths, I took it easy for most of the day mindful of my recent indiscretion and also not wanting to scare the poor individual who had to risk sitting in the silly seat. After seeing everyone elses times towards the end of the day I decided to have a bit of a go and easily improved my times.

On the descent of what proved to be the last run of the day with Mark Sherrington. I kept hearing mention of turtles which had me confused for awhile and it wasn't until we were at the bottom waiting to go that I finally found out about these mystery turtles, apparently the bloody turtles were overtaking the cars up the hill. Luckily Shawn was on hand to give the turtles a run for their money, it appears that I wasn't the only one informed of Mark's opinion. He must have been a wild boy years ago.

Anyway onto the last run and to my delight it had just finished raining, as the 180B's excess weight enjoys damp ground and the car goes a heap better with cold air. I decided to let the horns grow and have a bit of a go.

Once out of the control I ignored all the caution boards nearly coming to grief on one occasion as the beast wanted to look over the side, a flurry of arms and legs and I was heading in the right direction again. Up

near the top with one corner to go, flat in 3rd gear I saw some people waving - "a bit unusual" I thought - "Oh well it was a spectator corner". Never mind, concentrate on the road again and there was some crazy or brave person in the middle of the road, halfway round a corner, waving a caution board, with a heap of brake lockup I stopped a few feet away from Lou's feet, with a white face he told me that there was an accident up ahead. Sure enough around the corner was a 1600 in need of a new body, as we idled past we had to move off the road to allow the ambo through and onto the timing marker to get a time of 6.13. I am glad you weren't hurt Craig but I still wonder what my time would have been. Such is life.

Due to Craig's bump against the bank it was decided to call it a day and almost immediately it began to pour making breaking camp a damp experience. As getting a trailer up the range in poor weather is impossible, Craig drove his car down the range leading our procession, extremely slowly but without further incident.

Bluewater has caught two in a row now, hopefully the next rally will have no incidents.

Thanks to Bazza for a top day, and also thanks to the following people:

Representatives of the Police Department
Representatives of Headway
Representatives of Paraquad.

Last, but not least, thanks to everyone else involved with the event. It isn't often that we can have a fun day running amok in the rally cars.

For those interested, after costs we were still able to donate a total of \$400 to the Paraplegic Association and \$50 to Headway - not a bad effort at all.

WELL DONE

Killer

BIKES BIKES BIKES

FOR PLEASURE AND COMPETITION

RIDE TO NATURE ON **MERIDA**

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MODEL **860** ALLOY FRAME LIGHT WEIGHT

TO SUPER LIGHT WEIGHT MODEL **990**

DURO CARBON BOASTING FANTASTIC **ROCK SHOX**

OR THE BUDGET PRICED **SORENTO** MODEL

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THE GUMVALE BIKE SHOP

RASMUSSEN

PHONE 734011

THE BOONAH SHOW

For days the talk around the Fassifern District was the special Race event at the Boonah Show. The word was that the good oil was on the horse. Being a rural community the punters were sure nothing could beat a horse. So you may ask "what the heck was it going to race?" Enter the challenger. A 1971 RS 2000 Rally Escort driven by Ken Lynch (ex Townsville Rally and Speedway star) of Boonah Automatics. One local horse and one from the Beenleigh Light Horse would contest the two races. The pride of all horsemanship was riding on this event.

Great care was taken and careful preparation was made to ensure the horses were at their peak. Brushed and toned they waited. The Escort had just returned victorious from a class win at a Hillclimb event at Toowoomba. It had to have the edge.

Friday May 21st. Race Time. The protagonists took centre ring. Heart beats increased. Horses pranced around, lifting their proud heads high as their hot breaths condensed in the cold night air.

An announcers voice cracked over the P.A. system advising the audience to step back from the centre ring security fences. There was some hesitation. It was obvious that these country people had not seen a wild Escort in action. (Most got the message on lap one when they were sandblasted about midships). With its engine revving, it was off on a couple of warm up laps. Six feet from the fence with an Escort flat out in 3rd gear at 65 mph did something to these quiet village folk. As a slight oversteer almost

sent the Escort straight for the centre of the paddock, boy didn't that liven up the audience. By the end of its second lap people were wondering where this six eyed (2HL and 4x8" spots blaring out of the darkness) monster had come from. "Those weird city people were coming" came the hushed whispers. The devil had descended upon them, the valley would never be the same. All the while Ken sat hunched in his seat with a wide diabolical smile upon his face. Sensing the challenge the horses stepped firmly with their hooves beating the ground. Let the contest begin.

The race path was simple. Both car and horse would start from a standing point and pass down through parallel rows of 8 poles, slalom style and return.

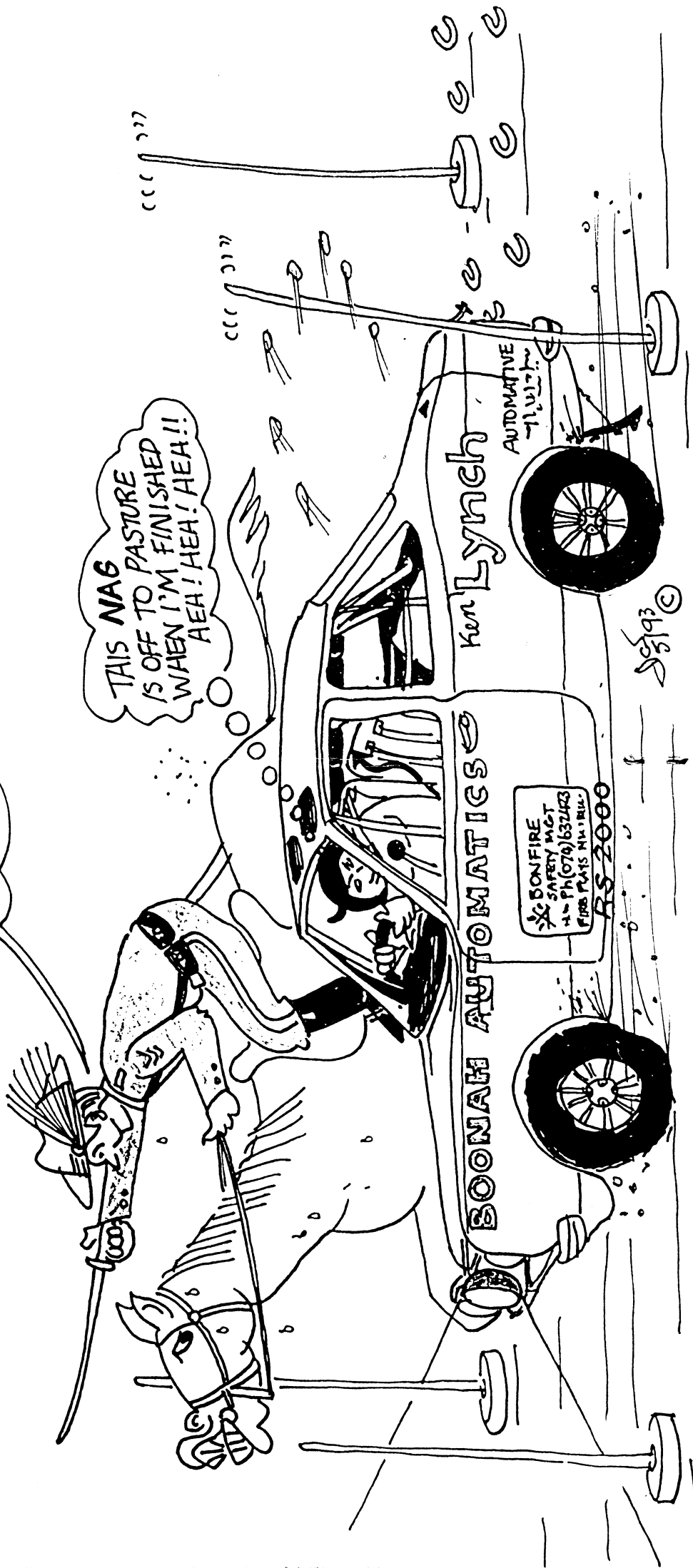
They were set. Starters flag up. Engine revving, horse neighing, engine revving, horse neighing. tension mounting, then suddenly the flag dropped. Rider and driver's heart leapt. Both exploded into action. Horse and rider worked as one as sweat glistened from the well toned muscles of the horse as it stretched to gain maximum distance. Perfect in motion. Stepping with precision in and out of the poles. The crowd waited. Three poles down five to go before the turn. Gliding across the fine gravel the Escort swerved with the gracefulness of a skater on ice. Pure poetry. It was neck and neck er bonnet. Pole 8. Front wheels stopped dead, while the rest swung around. With the Escort losing momentum momentarily the horse gained an edge. Going back it was flat out and the horse won by a length. Ooohs and Aaahs from the crowd.

Race two provided plenty of the same excitement. Man and horse had won the day, make that night, but me thinks that whilst the horses pranced proud some rumbles deep in the Escort was plotting revenge for a return match next year.

By a keen spectator.

CHARGE!
G'MON ME OLD
MATE REMEMBER
BEEERSHEBA!

THIS NAG
IS OFF TO PASTURE
WHEN I'M FINISHED
HEH! HEH! HEH!!



95/93 ©

TOOWOOMBA HILL CLIMB

Well Tania, myself and the kids have settled into family life in beautiful downtown Boonah - Queensland's answer to Wandin Valley (only smaller). We live in the middle of town but we're really in the bush. The workshop (or Daddy's "Crankyshop" as Madison calls it) is in the Main Street and doing well - but enough of that.

We'd made the decision to go to the Toowoomba Hillclimb about 10 days prior. The decision was reinforced by Rob and Jenny Ambrose who live about an hour away - outside Beaudesert. They were keen to tag along and Rob is still mumbling about putting a roll cage in Jen's Celica. With Quick-Leigh and Boxhead coming down to tune the Starion it sounded like a great excuse to spend a day at the track.

We were all to meet at Boonah Saturday lunchtime and take the cars for a thrash on some quiet, cow infested country road. I had organised one of the local farmer's sons to tee up some roads and he was quite keen to ride shotgun in one of the cars. Unfortunately none of this eventuated as Leigh was having one of those trips where everything he did turned to s---t. Not to mention wanting to insure the Starion in the hope that it might catch fire. Leigh rocked up at the workshop too late to go for a fang, really peeved with life and rally cars. After some frantic work on his car and with lots of support from Rob and Boxhead, including a 3am Sunday working bee on Leigh's car, we left for Toowoomba around 6am.

Toowoomba was some 2 hours drive from Boonah at about 80km maximum in my old XY Falcon "clunker" ute. This included a drag up the infamous Cunningham Gap. (No mean task for the old ute towing the Escort). We arrived in Toowoomba with time to spare. Echo Valley Raceway was easy to find. First impressions were of sheer delight and amazement at the complex and track layout. Pretty damn good for a car club. The track was all red clay and beautifully prepared. To look at it - it was like a large open cut which had been replanted many years ago with large trees and lots of green grass. The track consisted of Armco railings and large, neat tyre stacks. It was also used for dirt Touring cars (like Speedway saloon cars) on a touring car circuit. At one end was a two storey concrete control tower with a canteen and toilets on the lower level and an observation deck on top. The base area is used for scrutineering and pits. Top set up!!!

The day started with changes required to tyres etc. and then a walk around the circuit. This ended up being fairly difficult due to our sandshoes getting loaded up with about 10kg of clay each. Raymond Benyon was in for the walk but gave up after he slid on his bum a couple of times. (Ray, if anyone remembers, came along to a few club events and had a drive in the Escort, back in big Al's time).

First look at the track in the car came as a look lap. We waited until last because of the amount of mud on the circuit. A lot of the cars were having trouble getting up the

steep hilly section. Some slid backwards - good spectator point. Tania then went for her look lap. I thought I had a wheel balance problem in the Escort, turned out Tania's adrenalin was fighting with her desire to visit the loo.

With 53 entries our car numbers were myself #22, Tania #48 and Leigh #50. All sorts of equipment made up the field - starting with a 4WD Celica turbo rally car. A 4WD Laser street car - complete with contact paper on the lower body work to protect the paint. A 6 cyl alloy head Commodore touring car, a B1800 ute off road racer powered by a 13B rotary, a handful of retired Volvo bitumen touring cars (very neat and quick), Toranas, a couple of Escorts, Datsuns, a VW off road buggy, a 351 powered Jeep tray back, a 308 powered 1 tonne ute (which we couldn't keep up with).

Lap one for me seemed to be full of mistakes and early braking, but what a circuit - including full noise, power slides onto the main straight, 3rd gear flat to as deep as you dare into a firm right sweeper, over an off camber blind crest (later in the day the quick way to do this corner was on two wheels) if you got this corner spot on it gave you a fast run down hill into a flat in 3rd (Escort) (4th in the Starion) and then up hill to a long right sweeper (a bit slippery and lots of elbow work) over a crest and down into a right hairpin with about a 1 metre drop off (late braking here a must - also must not stall engine). Keep road speed up for a run uphill to another right which tightened on exit, across original track for

long up hill haul. (Escort needed a large hair dryer about now) into a blind left sweeper to the finish.

We managed four laps for the day all lasting about 1 minute (what a lot of work and driving to go through for 4 minutes of fun) but guess who signed up for the next one.

Leigh had trouble coming to terms with bald tyres. This made the car unpredictable and Leigh couldn't feel comfortable with the car's handling. In the last lap the track had dried a little and Leigh put in a respectable time and blew away the opposition enough to gain him first place in his class and I was able to take out 1st in 2 litre.

Tania had a great day as she tells in her article. She did, however, have me concerned a couple of times. Firstly, after the first lap she came back in and her adrenalin had taken over. The first thing she said when she caught her breath was "None for a week". I must admit I am pleased they stopped the day at 4 laps instead of 6. After that every run she'd done was only a couple of seconds behind Leigh and myself. I think you could say she had a ball.

I think we will have to arrange a Twin Cities versus Toowoomba Club day at the track. Any takers? Plenty of room at our place.

By the way, both Leigh and I were still six and a half over 1.5km off the pace.

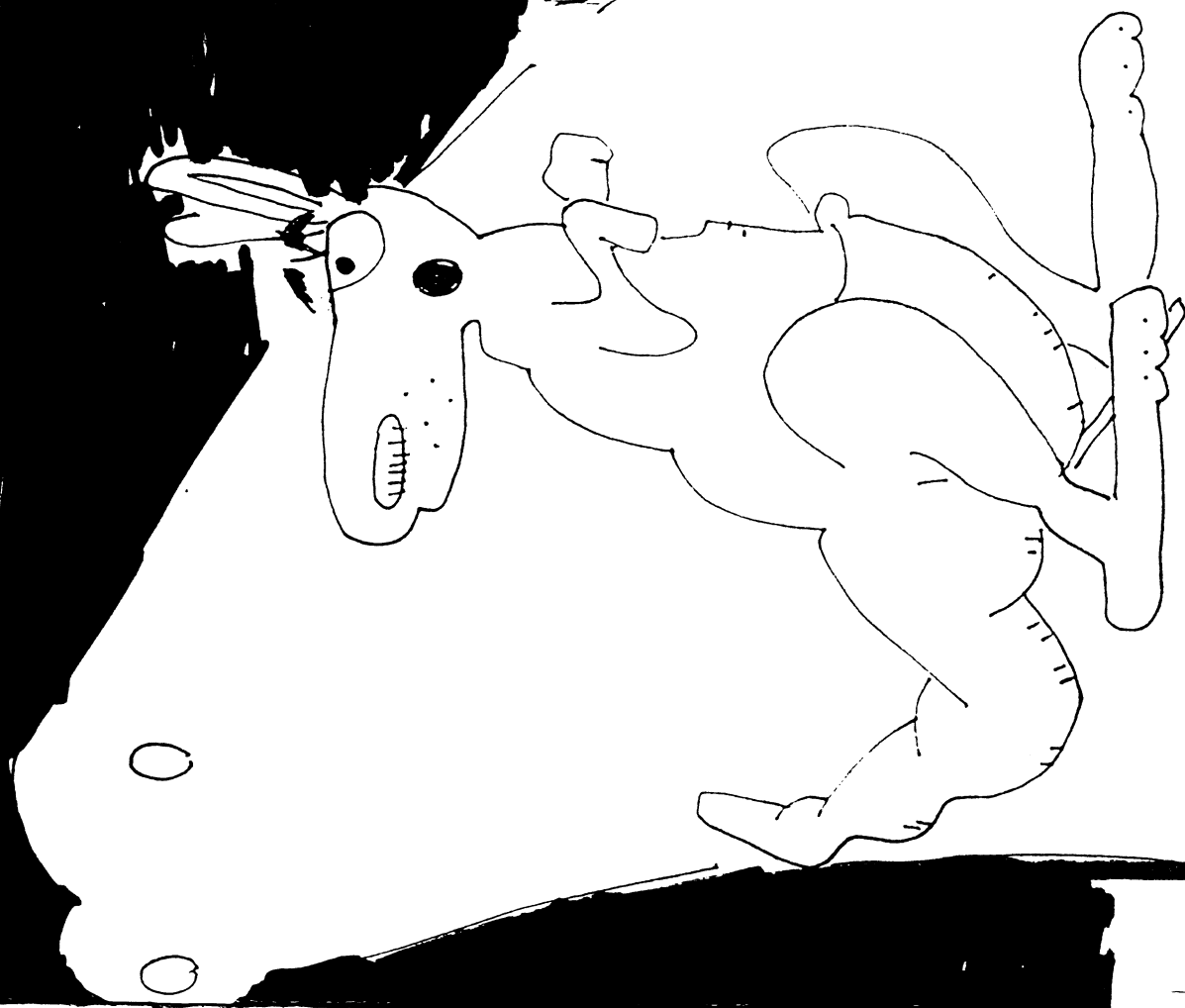
The real dual for first outright was between the GT4 Celica and the Commodore

touring car. The Commodore was running a 6 cyl alloy head cross flow injected screaming con-rod bending 6 pak motor, a quick change diff and McCreary and Hoosier racing slicks, probably weighing in at 850kg. The Celica, in my opinion, could have done with a driver (don't send a copy to Brisbane Sporting Car Club). Another impressive car was little Fiat which had been gutted and had a quick engine etc. and was about 2 seconds quicker than Leigh or myself. I suppose if we had a little more sleep before we tried racing we may have been a little quicker. I felt I didn't have a clean run all day and I think Leigh probably felt the same. We were good for probably a couple of seconds max!

Any way a top day was had by all and I can't help but recommend that you tow your rally car down on your next holiday. There is literally something on every weekend down here and if anyone wanted help from us - just drop us a line.

Yours in motorsport,

Ken Lynch



Basic, this is kangaroo
What is kangaroo
says?

HILLCLIMB AT TOOWOOMBA

First I would like to say "Hi" to everyone up there. Miss all you guys heaps but Boonah is a great place so that makes it easier.

I was filled with a mixture of feelings towards the Hillclimb - anxiety - as I didn't know what a Hillclimb was (and it has been awhile since I drove), excitement (of course) to get out and have a fang and sadness - because me old mate Angie Babe wasn't there to cheer me on - but I had Jen there for moral support (and to help look after the kids).

Awe and amazement struck when we arrived at the complex and I got even more nervous when I saw the hills and all the cars - I couldn't believe the number of competitors.

I went with Ken on his look lap and kept asking him "what do I do here" and "what do I do there", I must admit I was nervous when I drove on my look lap but not to the extent that Ken exaggerated (some things never change). After the look lap I had plenty of time to sit back and watch every one go through and see how they did it. I was talking to a lady from the Ipswich & West Moreton Club who was driving and she said it was pretty fast.

At last, my turn to play, they have lights to start you and when it turns green you can go when you feel ready. Ken said to keep plenty of revs up and go, I thought for sure I'd stall it. Green light - revs up and drop it. After that it all came back to me - felt wonderful. The only part that was a bit

disconcerting was when I came to the corner where cars frequently roll over. Ken had shown me a sign along the straight to use as my braking point for the corner and I was having such a good time that I forgot about it until it whizzed past, and I thought "Oh dear, better slow down a bit" - but I made it anyway - flattened it out of the corner and remembered his next instruction about keeping it flat up the hill and boy, did that take some driving. When I got to the hairpin I packed it but that was the best time I went around that corner all day I think. Went on to finish the course and was shaking like - - - (well, I will leave that to your imagination). My adrenalin had eased a bit by the time I got back to our spot, but it was still pretty hard to undo my helmet. First thing I said to Ken was "That was so good I won't need sex for a week". He's just lucky my next run didn't feel as good. My third run was a bit better by my last run felt like a blinder. Apparently it wasn't as fast as it felt and I was mildly disappointed in my time as I felt I had done everything "right". Ha Ha. Ken should have followed his own instructions and maybe he might have had a smile on his face after one of his runs.

I was disappointed that Leigh started two cars behind me as I wouldn't be able to see him run. Imagine my delight when he only beat me by one second in the first run. Wish I had got him, then I could have taunted him "beaten by a girl, beaten by a girl". Any way at the end of the day - winners are gridders. When I went to collect my medallion, some scumbag with a big mouth says "Tell 'em about your win last night"

The previous night we went to Miss Boonah Showgirl Crowning Ball and I had the honour of being picked as Show Queen. The guys reckoned I should have worn my crown over my helmet. Any way I would just like to say thanks to Rob and Jen Ambrose for helping to look after the kids, and for getting breakfast and everything else they did. I'd like to say thanks to Ken for letting me drive but mostly for not breaking the car for once so I could finish the event. Also it was good to see Leigh and Boxhead down here and anytime anyone feels they'd like to come down for an event they are more than welcome to camp at our place. Angela will be down here for the next hill climb on the 27th June, so she can give you all the run down on it when she gets back (if I send her back that is). So, take care all you guys up there and drive safely (ha ha).

Yours in motorsport,
Tania Bull.

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Advertise anything - anything at all !!!

Have your business name seen in our Club Magazine. 80 copies (and rising) sent out each month to the Townsville region, Brisbane and Interstate.

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Contact : Leigh on 077) 795816 a.h.

A testimonial from a satisfied advertiser :

"Our business has trebled - well perhaps not trebled but we have sold one tin of Syntron since our dynamic ad appeared in "Wheelspin"

The Lawnmower Man.

JO'S KHANACROSS
(ROUND ONE)

Car	Entrant	Make	1	2	3	4	5	6	Total
1	Ken Long	1808	210.75	236.37	140.81	140.88	229.88	144.92	18m 23.61s
2	Brad Trimmer	1600	144.09	236.35	147.19	144.64	232.48	156.01	17m 40.76s
3	Grant Ross	1200	154.93	232.58	139.99	142.46	233.03	144.49	18m 2.48s
4	Matt Long	1808	159.97	300.33	152.88	158.14	301.69	217.18	22m 5.19s
5	Shawn Eggrins	1600	143.87	273.13	143.17	140.67	226.27	142.44	17m 13.55s
6	L Achterberg	1200	151.38	230.54	138.77	140.45	231.44	143.29	17m 15.87s
7	M. Connel	1600	218.01	312.89	210.70	217.63	301.19	143.29	25m 11.55s
8	James Dean	Celica	146.99	234.03	143.75	142.10	233.55	W D	19m 11.55s
9	Angela Kelly	1600	220.98	301.26	157.02	157.56	332.22	236.13	23m 45.17s
10	Peter	Celica	157.83	239.95	142.70	143.47	229.68	150.01	18m 3.64s
11	P Maloney	Cortina	155.66	301.13	148.49	149.64	243.02	158.22	19m 16.16s
12	C Harrison	1200	153.59	243.81	144.17	148.62	239.21	150.62	18m .02s
13	Martin	Celica	221.40	313.49	204.08	154.50	254.17	159.89	21m 57.53s
14	Shane Ogilvie	1200 Ute	150.47	234.07	138.72	143.40	227.73	145.20	17m 19.59s
15	S Croft	323	207.20	256.90	145.72	149.67	239.99	159.13	19m 18.61s
16	Geoff Bowman	1200 Ute	144.34	WD	-	-	-	-	D N F
17	Lindsay Stone	RX2	146.08	249.10	138.06	139.88	229.41	146.80	18m 9.33s

JO'S KHANACROSS (cont.)

- * 5 second penalty for each pole
- ** 10 second penalty for garage or failure to stop
- WD slowest clean time plus 5 (Run 6 241.13)

I would just like to congratulate Jo on a job well done and also it is good to see Speedie back to his usual driving style and ability.

Placings

1st	Shawn Eggrins
2nd	Leigh Achterberg
3rd	Shane Ogilvie
4th	Brad Trimmer
5th	Chris Harrison
6th	Grant Ross
7th	Peter
8th	Lindsay Stone
9th	Ken Long
10th	James Dean
11th	P Maloney
12th	Shannon Croft
13th	Martin
14th	Matt Long
15th	Angela Kelly
16th	Michelle Connel

Slow
DRIVERS!



We don't care what
sort of driver you

are!

Thanks for the excellent
turn up at the
Khanacross!

ANGIE'S SECOND EVENT - GETTING BETTER!!!

JO'S KHANACROSS

Wow Wee!!!! What an event that was. I have never scared sh--t out of myself like that before. I tell ya I was really peaking out when I went in the car with mad man Boxhead. That man is a maniac!! Thank's to Brad and Basic I wouldn't have even gone in the event. Thanks Brad, for the use of the 1600, I was really packing it because I thought I was going to crash.

Hey!! Amazing I didn't even hit a pole - pretty exciting stuff. But I got 20 seconds taken off me because I didn't completely stop in two garages. Bummer hey!

Someone (not mentioning any names - hey Jo) said to take this girl out in the car - Jeepsers I was packing it. What if I crashed or hit a tree and hurt her. But she said it was okay. So when I got in the car I was fine until she started laughing her head off - gee whiz she was nearly going to take off it she didn't stop laughing.

Thank you Box, Leigh and Speedie for helping me try and get the hang of it, your advice really helped. All I need now is the seat further forward (cause I am such a short arse) and I will be fine.

Great track Jo, we should do it again one time. Hey, guess what I was first girl, FIRST and last time at being first. Jo you can organise another event so maybe I might win again but I doubt that.

Flangie Baby.

TWIN CITIES AUTOSPORTS CLUB INC
TREASURER'S REPORT - JUNE 1993

Statement of Receipts and Payments

Opening balance from May Report 2318.57
Plus receipts

65	Club M/ship M Connell	20.00
66	Club M/ship A Kelly	20.00
67	Club M/ship to Comp G Bowman	10.00
230595	Social Director-Fundraising Shed	170.00
230596	M Long entry Khanax & basic Lic	26.00
230597	M Eathrowl passenger	2.00
230598	B Trimmer entry Khanax	10.00
230599	M Connell entry Khanax	10.00
230600	M/ships A Kelly, M Connell Basic Lic A Kelly M Connell	79.00
	S Eggins Entry A Kelly S Eggins	5.50
	S Ogilvie CAMS M/ship	21.50
	G Bowman CAMS m/ship & Basic Lic	16.00
	G Ross basic licence	87.00
	Social Director - Fund raising	10.00
	S Croft entry Khanax	10.00
	S Ogilvie entry Khanax	10.00
	P Maloney entry Khanax	10.00
	J Dean entry Khanax	10.00
	P Stengor entry Khanax	10.00
	K Long entry Khanax	10.00
	C Harrison entry Khanax	10.00
	M Lawlor entry Khanax	10.00
	G Ross entry Khanax	10.00
	L Achterberg entry Khanax	10.00
	G Bowman entry Khanax	10.00
	Passengers entry Khanax x 8	16.00
	L Stone entry Khanax	10.00

2931.57

Less payments

476826	Social Director - Mayfair Groc.	516.75
476827	Social Director - Groceries	69.72
476838	NQ Newspapers - feature	94.50
476839	CAMS Qld membership	22.00
476840	S Eggins shed rental	120.00
476841	QATB Ambulance hire	54.19
476842	Mayfair drinks	120.00
476843	CAMS Qld memberships	16.50
476844	Telecom - telephone	98.95
	State Govt Duties	1.70

1817.06

Plus returned deposited cheques

47681	Rotary Car Show	100.00
476829	McDonalds Marquee	50.00

Balance as at 18.6.93

1967.06

Come and see the Lawn Mower Man at

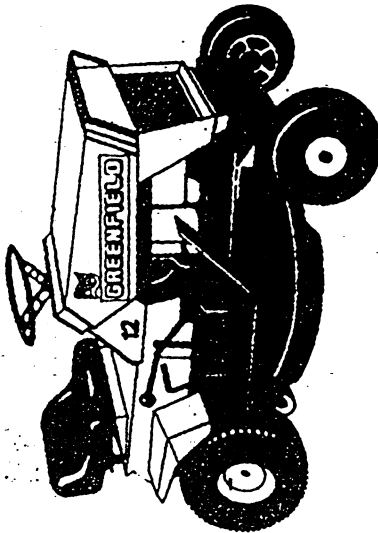
L & S MOWERS

200 Charters Towers Road
(Opp. Toyworld)

Phone/Fax 796046

Lawn Mower Sales, Repairs and Parts
Agents for

Greenfield



Castrol Syntrol high performance engine oil
(for your Rally/Drag/Street Car, not your
mower!)

Only \$34 for 2 Litres

BANK RECONCILIATION

Balance as per statement 7/5/93 2350.20

Plus deposits 170.00
28/5/93 443.00
17/6/93

2963.20

Less unrepresented cheques

476832 50.00
476833 120.00
476837 300.00
476838 94.50
476839 22.00
476840 120.00
476841 54.19
476842 120.00
476843 16.50
476844 98.95

Balance

1967.06

ACCOUNTS FOR PAYMENT

QMC2 permit 475.00
Khanax permit 70.00

BUDGET FOR KHANACROSS 12/6/93

Income
Entries 17x\$10.00 170.00
Passengers 9x\$ 2.00 18.00
Expenses
Permit 70.00
Profit on event 118.00