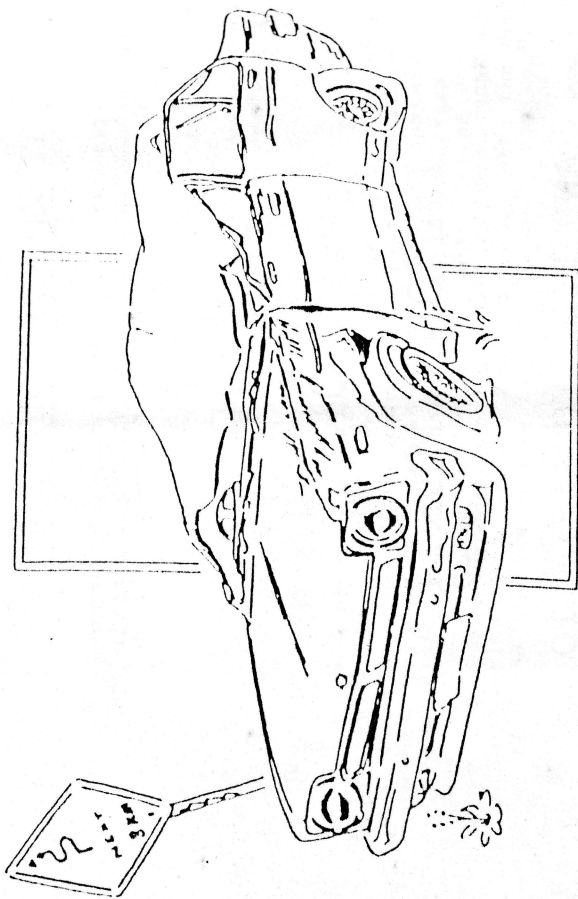


Wheelspin

A Publication of Twin Cities Autosports Club Inc.

April 1984



The End.

Twin Cities Autosports Club Inc

P.O.Box 7697 Garbutt 4814

Meeting's held the 3rd Monday of every Month at 290 Dalrymple Rd

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CLUB CAPTAINS REPORT

Welcome to another year of motorsport hopefully bigger and better than last year. It hasn't gotten off to a good start though with event attendance down, but with events planned for nearly every week-end interest should hopefully be high. But the only problem with lots of events is who is going to direct them. Have a go it's not hard and if you don't think you can do it by yourself, ask for help.

I noticed last year that some newer members were asking relatively basic question about event rules and regulations I realised to answer the question you either have to have a C.A.M.S. manual or ask someone that has.

So I've decided to run a periodical article in the club lifeline, it's magazine I will be running extract of relevant section of the C.A.M.S. manual Pertaining to basic rules and regulation for different events hopefully this this will enlighten and raise the level of awareness of new club members (and jog the memory of us older ones) to these points who don't own a C.A.M.S. manual.

The first of these articles is a selection of regulations from the National Motorkhana Code, they include classes, event layout method of timing etc. Please take the time to read it if you compete in or are contemplating directing an event, it will make you more familiar and confident when directing and you will be able to drive a technical event using the rules to your advantage. If anyone would like to know something in particular let me know and I'll do my best. **RON WHITE**

CLUB POINT SCORE FOR 1994

The following points scoring applies to competitive championship and class points only (I.E. once only points etc)

Club championship points retain their value for every event award to members financial by 30th April all members **must** be financial before competing

RALLIES

1st	30 points
2nd	25 "
3rd	20 "
4th	15 "
5th	14 "

Down to 5 points for all competitors

Directors - 30 points once only then 5 points for further rallies

Asst. Directors - 25 points once only then 5 points for further rallies

Point Score Continued.

Course Setters

& Checkers

Sweep & Zero

Cars

Control Official

CAMS Official

20 points once only then 5 points for further rallies

10 points once only then 5 points for further rallies

10 points for every rally

10 points every rally

AUTOCROSS, MOTORKHANA & KHANACROSS

1st 20 points

2nd 18 points

3rd 16 points

4th 14 points

Down to 5 for all competitors

Directors -

20 points once only

Asst. Directors -

18 points once only

Time Keepers -

14 points once only

CAMS Official -

14 points every event

Autocross Classes are rated on engine capacity as per CAMS Manual.
Motorkhana Classes are determined by wheelbase as per CAMS Manual.

SOCIAL EVENTS

Day Runs, Night Runs, Social Nights, Working Bees, Etc - 5 points for all attending.

MEETINGS

5 points for all attending.

MAGAZINE/CLUB POINTS

Directors and winners of events must supply results and magazine article to club captain or editor within 7 days of the event or lose all points for that event unless prior arrangement made.

7. CLASSES

7.1 Although a Championship Motorkhana is an

outright event, a competition to determine various class winners is conducted within that event. Competing vehicles may be divided into "production" and "specials" classes, and may be further subdivided by such criteria as the wheelbase of the vehicle.

7.2 Classes for production 2WD vehicles shall be subdivided on the basis of the wheelbase of the vehicles, thus:

Class A: Wheelbase up to 2150mm

Class B: Wheelbase 2151 to 2390mm

Class C: Wheelbase 2391 to 2650mm

Class D: Wheelbase 2651mm and over

In addition, a class for Production Four-Wheel-Drive vehicles may be created, but only on the condition that they will be driven in the four-wheel-drive mode throughout the competition.

7.3 Classes for Specials shall be subdivided on the basis of front or rear wheel drive, thus:

Class F: Front Wheel Drive Specials

Class G: Rear Wheel Drive Specials

7.4 Refer Regulation 4.5 for A/C conditions.

8. SUPPLEMENTARY REGULATIONS

Supplementary Regulations must be made available to CAMS and to all invited clubs and competitors before the event. Refer to Regulation 4.2 for Australian Motorkhana Championship conditions.

9. ENTRIES

9.1 Drivers in all Motorkhanas must hold at least a current CAMS Basic Licence.

9.2 Each driver is allowed only one entry.

9.3 Entries shall be accepted in accordance with NCR 85.

9.4 The standard entry form shall be used whenever practicable.

10. DRIVERS

10.1 Directions and requests by an official must be obeyed. All drivers must behave in a safe and responsible manner.

10.2 A speed limit of 10 km/h shall apply in the pits and when proceeding between tests. Failure by any driver to respect this limit may lead to exclusion from any further competition on the day. The imposition of this penalty will be at the discretion of the Director.

10.3 All drivers shall, while competing, wear at least a lap-type seat belt, properly adjusted. Drivers of cars registered with CAMS as Historic cars are excepted from this requirement.

10.4 Drivers of vehicles to which no windscreen is fitted shall wear adequate eye protection while competing.

10.5 Adequate footwear shall be worn while competing. Bare feet, thongs or sandals are not permitted.

10.6 Any driver or official who consumes or is visibly affected by alcohol or drugs during an event shall be excluded from further participation in the event (see NCR 145A).

10.7 The minimum age for drivers in any Motorkhana is 12 years. Drivers must be able to demonstrate an ability to control the vehicle.

12. EVENT LAYOUT

12.1 The Australian Motorkhana Championship event shall be conducted on a sealed surface. Other championship and non-championship motorkhanas may be conducted on sealed or unsealed surfaces.

12.2 The competition area shall be as flat and as smooth as is reasonably practical and shall be free of any features which could be hazardous to drivers or to vehicles.

12.3 The layout of each test as specified in the schedule shall be strictly adhered to, subject to a tolerance of + or - 200mm on each dimension.

12.4 Test markers shall be at least 75cm high and shall not exceed 30cm square at the base. They shall be distinctively and prominently colored and shall be constructed so as not to cause damage to competing vehicles. No other marker shall be colored red or green. Markers shown on the test diagrams by different letters shall be of different colors. Only green markers shall be used for the start garage; only red for the finish garage.

12.5 All garages used in a test shall be clearly marked at their extremities, and by markers on each side. The back of each garage shall be marked in a similar manner unless it is required that the vehicles shall travel through the garage. Thus, where a garage is to be entered and left from the same end, 12 markers shall be used, and where a garage is to be passed through, 10 markers shall be used. The sides of garages are regarded as boundaries and therefore any penalties for knocking a marker in the side of a garage will be applied under 17.4 (c).

12.6 A field boundary line shall extend across the fronts of the start and finish garages of each test, extending 4m to each side and joining the fronts of such garages.

12.7 The competition area should be surrounded by a boundary. This boundary shall define the spectator limits and may also control the proximity of adjacent tests. Conditions may dictate enlargement of the test boundary in the interests of safety, for example if the surface has been made slippery by rain.

12.8 Only officials of that test, the competing vehicle, the driver, and the passenger (where permitted in a non-championship event) are permitted within the test boundary during the competition.

12.9 No person or vehicle shall be permitted between the finish garage and the test boundary during the competition.

12.10 All officials must be located in safe positions

13. START FINISH

13.1 Vehicles must start and finish each test in the forward direction.

13.2 To start correctly, the vehicle must be stationary, wholly within the boundaries of the start garage and as close as practical to the designated start line before the commencement of the attempt at that test.

13.3 To start or finish correctly, any point in the front half of the vehicle must precede all points in the rear half of the vehicle across the start or finish line.

13.4 A driver may request the assistance of an official when aligning his vehicle at the start line.

13.5 To finish correctly, the following procedure must be observed:

- the crossing of the start finish field boundary line (described in Regulation 12.5) other than between the two front (red) markers designating the finish garage, shall incur a penalty under Regulation 17.4 (g) "Incorrect Method" unless at least one of those front (red) markers is displaced;
- After crossing the designated finish line, the vehicle must continue and halt completely within the boundaries of the finish garage. This manoeuvre must be completed without reversing and within a period of approximately 10 seconds.

15. METHOD OF TIMING

15.1 Times shall be recorded to .01 second.

15.2 In Championship events manual timing shall be conducted using four manually operated stop-watches each recording to one hundredth of a second, each operated by a different official. One official shall be designated Chief Test Timekeeper, another the Verifying Official, with the other two officials being back-up timers. Each official shall time the test independently but the time obtained by the Chief Test Timekeeper will, aggregated with any penalty, be the time taken for the test. Should the times of the Chief Test Timekeeper and the Verifying Official differ by more than 0.4 seconds, the Director must be notified. He shall consider whether a re-run is justified, or whether the use of the manual back-up times should be offered or enforced in order to obtain a fair result in the competition. (see Regulation 14.3). The failure of one watch will invoke this clause. Times recorded by all officials must be recorded in writing.

15.3 When automatic timing is used, at least two manually-operated stopwatches must be used as back-up. The times so determined shall all be recorded separately, and shall be used if failure of the automatic equipment occurs, so that the test can continue.

15.4 Should it be necessary to use back-up timing then the average of the two recorded back-up times shall be used.

15.5 The elapsed time for each driver who completes the test must be recorded. Any penalty incurred must be recorded separately.

15.6 Timing shall commence when the leading point of the car crosses the designated start line, and shall cease when the leading point of the car crosses the designated finish line. The designated finish line shall be not more than one metre behind the front of the finish garage.

JO'S MOTORKHANA

Well it happened like this Bruce was supposed to be the director but due to some people slack attack only four keen enthusiast showed up but so Bruce hand the director role over to Jo so we could have an event. So now we had five mad keen drivers ready for action Leigh and I were driving the works SUNNY yes that right the sunny made it's debut finally so with two quick drivers it was time for action Bruce led the charge seeing as how he designed the tests that we were about to do. Well here comes the big test the first run for the beast with this in mind I took it easy on the car and got a reasonable time. The second run started interestingly with Bruce getting a W.D. well I to myself what have I let in for if the course designer can't find his way around what chance have I got but what the heck here we go again not a bad time considering I still hadn't gotten use to the unusual handling aspects of the car Leigh seemed to have settled in quite well setting the two fastest times I thought things can only get better.

But I was wrong achieving a **WD** after going around the wrong side of a pole and then threatening to do terrible things to the course designer with a rough end of a pine apple but changing my mind after realising it would only excite him and make him uncontrollable then to top things off the very next run I knock over a damn pole well as the say it happens on big jobs. Well look on the bright side I can still finish in the top five if I try hard enough. Well that's one thing in your favour when only five people turn up the last run of the day was a ripper three times around a circle a **BOX HEAD** special you would not believe I had to go the poles four times instead of three well done another **WD** to finish the day with you can't win them all I suppose always next time. Leigh was unpressed with the car that he is the new owner of the sunny and plans to convert it into a pre rally car. So hopefully we will see some more competitors at the next motorkhana you don't know what your missing until you compete in one.

BRUZZAS NIGHT RUN

Saturday afternoon I got a phone call. Heckler, Brad's got some foreign STD and couldn't do the night run so Jo and I have done a quick scavenger hunt. Righto Bruce we'll be there no problems to which I forgot to tell Kay about until 6 o'clock that night. So we quickly fed the starving children and loaded up the car with drinks and other goodies to keep them happy while Kay and I argued in the front. Off we went to the shed to size up our opposition if there was any. But we were in luck there was a few trusty soles with a sense of humour who were ready for a quick tour of the city sights with some trick questions and pick up some strange articles on the way. We started Car 3. First question - what Al is open 24 hrs? So off we head to Als pool hall. How many pink pool tables & what colour is the 6 ball? Fair go Bruce, the poor bloke at Al's thought he had all these people coming in to play pool, count his pool tables then walk out.

Then it was off to the Rock Pool to see what was the best time for lunch plus get a bottle of unpolluted sea water and check when the stinger season happens. Then it was off to SWEETHEART'S to see what the dummy had in it's hands. With the shop assistants at Sweethearts and Amcal Chemist wondering what was going on - all these men were asking them for packets of black condoms.

Then it was off to the Willows to count automatic teller machines and see how much the unleaded petrol was at the B.P. Kirwan. Then it was back to Bruce and Jo's to hand in the all the things we had collected and wait for the others to come in with their items and listen to all the tall stories. Then we waited for the results and don't you hate it when they tell you, you've won and you have to write a story like this.

Thank you to Bruce and Jo for doing a wonderful job in organising the scavenger hunt at short notice.

Mr & Mrs Heckler & Family.

HAZARDOUS MATERIALS INFORMATION BULLETIN MATERIAL SAFETY DATA SHEET WOMAN: A CHEMICAL ANALYSIS

Element	Woman
Symbol	WO
Discoverer	Adam
Atomic mass	Accepted as 53.6Kg but known to vary from 40kg to 200kg
Occurrence	Capious quantities in all urban areas

PHYSICAL PROPERTIES

1. Surface usually covered with painted film
2. Boils at nothing, freezes without any known reason
3. Melts if given special treatment
4. Bitter if incorrectly used
5. Found in various states ranging from virgin metal to common ore
6. Yields to pressure applied to correct points

CHEMICAL PROPERTIES

1. Has great affinity for gold, silver and a range of precious stones
2. Absorbs great quantities of expensive substances
3. May explode spontaneously without prior warning and for no known reason
4. Insoluble in liquids but activity greatly increases by saturation in alcohol
5. Most powerful money reducing agent known to man

COMMON USES

1. Highly ornamental especially in sports cars
2. Can be a great aid in relaxation
3. Very effective cleaning agent

TESTS

1. Pure specimen turns rosy pink when discovered in natural state
2. Turns green when placed beside a better specimen

HAZARDS

1. highly dangerous except in experienced hands
2. Illegal to possess more than one, although several can be maintained at different locations as long as specimens do not come into direct contact with each other

Results Jo's Motorkhana

		1	2	3	4	5	6	7	8	9	TOTAL	PLACE
B McCarthy	Mazda	C	35.1	WD	37.3	35.8+	32.9	WD	47.4	38.4	28.5	4-3
G Nicol	Sunny	B	38.3	45.5	WD	49.6+	33.6	52	47.4	43.1	WD	5-2
S Eggins	1600	C	41.1	39.2	38.9	34.3	30.4	43.3++	45.5	37.9	29.6	2-1
L Achterbert	Sunny	B	36.7	39.2	37	37.9	31.7	42	54.6	41.1	27.5	1-1
J Dean	Celica	C	38.6	43.4	41.8	34.9	33.9	43.9	44.5++	38.7	27.6	3-2

Results Rons Khanacross

		1	2	3	4	5	6	7	8	TOTAL
K Donvan	Escort	C	99.1+	92.99++	99.38+	90.17+	94.35	92.28	92.82	87.71
J Dean	Celica	B	99.37	93.54	91.74	90.83	93.95	92.95	92.51	88.36
R White	Escort	C	97.28	97.12	92.65	94.02	92.87	91.7	91.72	95.44
		9	10	11	12	13	14	15	16	
		87.9	89.23	88.8	86.85	88.5	89.94	85.55	86.77	1482.28
		88.53	87.91	91.15	87.73	88.23	87.55	87.89	93.88	1456.22
		94.97	90.06	95.37	103.57	90.14	92.33	95.31	96.84	1521.39

HECKLERS NIGHT RUN

- 1 Bruce and Jo
- 2 Ron and Robin
- 2 Leigh and Flange
- 2 Shannon and Lindsay
- 2 Col Ryan
- 6 Speedy

BRUCE AND JO'S SCAVENGER HUNT

- 1 Heckler family
- 1 Greg Van-Dinter and friend
- 1 Basic Speedy
- 4 Killer (Tony Tunstell)
- 4 Ron and Robyn
- 6 James Dean
- 7 Leigh and Flange

HECKLERS SAY

I hoped you enjoyed my first attempt at being an magazine editor. I suppose it can only get better. It was good to read about the North of the Tropic Series starting up again. I hope it all goes well. When I first started rallying there use to be 40 entries in a rally and it would be good to think that this Series could create enough interest back in our sport to bring our fields from 10 or 12 cars back up to this number. Garry has a big job in front of him so please give him and the Series all the support they require to make it work. As I am the Director for the Cardwell Rally, there will be a few changes this year as I will not be running the normal first two sections on the Ingham side of Cardwell. The rally will be mainly run in the Kennedy and Cardwell townships and a possibility of a couple new sections at Murray Upper Falls. I recently went to Cardwell and had a chat with our old friend Bill the forestry man and he said the rain hadn't effected the roads so it shouldn't hamper the setting up for the rally. The Cairns car club has rung me advising that they will be conducting a rally in mid or late June providing the rain doesn't hamper there work. I also suggest that some of our members travel to Cairns to run some schools before the rally for there officials so as the same problems don't happen this year. The rally will held in the same area as last year and they also said that 5 or 6 cars will be coming down from P.N.G to compete. We have had a lack of competitors so far this year to our motorkhana and khanacross series which is quiet alarming considering these events are the clubs life line it would be good to see the people who had so much fun last year come back to have another go.

RALLY REPORT

The first round of the W.R.C. the Monte Carlo Rally was won by Francois Delecour driving a Ford Escort RS Cosworth 4wd. This was his first ever win in this event. An interesting things happened during the rally when snow had been shovelled onto the road which caused Colin McCare and Armin Schwarz to leave the road in exactly the same spot dropping them well down the field. When the spectators went to help them to get back on the road they all carrying snow shovels. In round 2 of the championship the Toyota Celica driven by Juha Kankkunen won the Rally of Portugal. The A.R.C. first round was held in Tasmania with South Australian Ed Ordynski easily winning the rally. The 2nd round was held in QLD with Stewart Reid from Brisbane winning the rally in his Toyota Celica GT4. Round 3 the Rally of Melbourne was the first C10 event in the co-efficient system of the A.R.C. This was won by Micheal Guest after favourites Ed Odynski and Neal Bates both suffered engine trouble. It also saw the return of David and Kate Officer.

ROOKIES REPORT

Friday afternoon comes quickly, leading into a great weekends activity. Just enough time to change over tyres on the Old Grey Mare, a quick tune and we're ready to roll. Now to really get our brains into the right mood, fill it to the max with movies and video games for the next 32 hours.

8:26am Sunday morning.... Brain dead, there's a ringing going on in my head and it won't go away, oh it's the phone. I peeled myself out of bed and stumbled to the door and as it slides open a 400,000 watt ray of sunlight burns an image of my pupil into the back of my overexposed brain. Throwing my hands up to shade the light... too late, the 3mm of built up wax trickles down to my chin. My vision now blurred I shuffle along the wall until my hand knocks the receiver off it's rest, dam what a shame!! it looked so pathetic just swinging there singing it's flatline tune.

9:00am 3 cups of coffee and one eye is finally opened to the point of seeing colours again.

9:15am I scraped my brother off the carpet and loaded him into the car, what a sight, blood shot eyes, stinking breath and a digestive track of Hindi beach. (A nuked pie topped with sauce for breakfast...fed via funnel)

9:35am and we're on the road hearts pounding with anticipation for the coming event, onto Dalrymple Rd down into 2nd and onto the gas, 3rd through the bends and onto the straights, 4th, eyes flicking left and right scanning the roadside for skippy's ... FLASHBACK... 2 weeks previous... Ken Long pushing his 180R hard down shaws rd 20meters ahead, the wipers are pounding as hard as they can to shift the road grime Ken is kicking up as he weaves in and around the potholes, there is a flash of grey then a thump a check of the mirror reveals a skippy crumbling to a halt with it's middle index finger pointing to the sky... 5th gear the peddles to the metal a clear road ahead and it's a beautiful day.

10:15am Ken Donovan's out first and sets a time I thought hard to beat yet Robyn chips 2 sec off it on her second run. If she can do it so can I and my 3rd run cuts a new time to beat. I did it, first heat of 4 and kicked my opponents butts ha ha ha... Ken yeah he did pretty good seeing how many flags he can knock down in one heat, I think it was 6 flags no probably about 9,10,11 maybe (just kidding).

Second heat and we're just getting warmed up our times are starting to get lower from when we first started but never less, Ken had a come back and started to improve with Robyn keeping her good times. The first heats average run was 93 seconds and the goal was to crack the 90's.

FEELING SLOBBY AND SCUMMY?

THEN GET YOUR BUM ON A

PIECE OF PRECIOUS METAL

DIAMOND BACK

RO

FAMOUS MERIDA

AND RIDE YOURSELF TO

BETTER FITNESS

FROM

THE GUMVALE BIKE SHOP

RASMUSSEN

PHONE DON ON 730411

Third heat and we all did it with ken setting a standard of 87'400 we're all close and with Robyn showing us how to do donuts we felt confident the she was going to get a place (last ooh ah ha ha..) and the old trick of miserable excuses started to spring between each other, like the gear stick knob falling off, my hand brake was on, or I meant to do it that way and the short cut through the chonky apple tree was getting shorter... But the best of all was **CHING!!**
(Round it Robyn not through it)

Forth heat by now we are all averaging 87's except the odd 103's. The old Grey Mare's tyres were down to steel but still holding her own. Competition was close with only a few seconds between us then Ken pulls out all stops and makes a scorching 85's run but I think he slipped the extra cash into the time keepers back pocket cause there was no way I could get it... Here another excuse, I had an extra 90kg of dead weight in the passenger seat but all in all when the dust had settled and the times were tallied... the ROOKIE won and the Old Grey Mare smoked idling in the distance.

Thanks Ron for a great day which will long be remembered
And as we drove off into the sunset almost... (12:30pm) this
song kept playing in our heads

I feel good
 nan nah nan nah nan nah nunt
 (cos I got my first win now)
 nan nah nan nah nan nah nunt.

My first win
nan nah nan nah nan nah nunt
(like I knew that I would now)
nan nah nan nah nan nah nunt

So good, dunt dunt, too good,
Cos I got you dunt dunt dunt dunt Aaow!

JAMES DEAN