

WHEELSPIN

A Publication of the
Twin Cities Autosports Club



Issue 3 - May 1995

TWIN CITIES AUTOSPORTS CLUB

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EDITOR'S NOTES

Time flies so quickly. Already we are into our third issue, and still most of you will not have received the first two issues yet, due to addressing problems. We have found an old membership listing, so hopefully it will all be sorted out soon, and we can get into a regular routine of sending out magazines. Most of you will be receiving the 2 previous issues, along with this copy, so read them in order, or you won't have a clue!

The Mobil 1 Trial is moving ahead full noise, but we are in desperate need of volunteers to help with the organisation. So far we have about 25 definite volunteers, but we need more. We all realise the difficulties, as the event occurs here on Thursday & Friday, making it near impossible to get definite numbers. However, if you can help out at all - try to get the time off, it's only 2 days - then let Goofrey know A.S.A.P. so he can finalise things. He plans to hold a training school for Officials some time in the near future, so that volunteers will know exactly what to do on the days. We don't want any drama over these 2 days - the media coverage of this will presumably be pretty intense, and hopefully will mean more Club members, so we don't need any stuff-ups. Only serious volunteers are wanted, but nevertheless, we need people - lots of people - to help out. Anyone with ideas are encouraged to share them - the best way is to come to the monthly meetings.

The recent Dray Park Day/Night Autocross was well attended by Townsville members, with Shawn Eggins, of course, taking out first prize. Complete results and details later. Congrats Shawn.

I was recently provided with an old copy of Wheelspin from a number of years ago, by a member who suggested it might be a good idea for a particular article to be reprinted. I agreed, (and I don't want people hounding me about printing it, whingeing about me spoiling their fun, or for whatever reason.) I have amended the article according to the Club's current situation and rephrased each point (in my own terms) in plain English, for those of you who don't understand the "Lawyers' Language" it was originally written in. So here it is:

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.
 - * Don't be an idiot in your car in public.
2. Likewise, when driving to Club events on unsealed roads, I will not exceed the Club limit of 70 km/h 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.
 - * Drive however you like in competition, but don't break the rules on the road.

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.
* A club is a joint working effort - each member helps make it work. Don't be lazy!
4. I promise not to speed, spin the wheels or drive in a dangerous fashion anywhere, except during official competition on the appropriate tracks. I would not like to be responsible for the death or injury or others, especially any of the children present at events
* Same point as #2.
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 marshall capacity or, more importantly, a control official.
* Same point as #3. Someone has to organise an event for *you* to compete in, so return the favour.
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.
* If you're an official, then do your job properly & don't let anyone cheat. If you think someone is cheating, then don't be a wimp. Let the truth be known!
7. During rally competition I will not abuse any control official but treat all with respect, as I'm 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 officials' cars as a dog would a tree. (Don't laugh, these types 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?
* Compete with a good attitude. Don't be a f..... idiot. Don't cheat.
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.
* Do your job properly. Don't let the club suffer, because you're too lazy.

Just something to think carefully about. I'm not pretending to be perfect, looking down on other club members - I do stupid things on the road all the time, which I shouldn't. I just *

think we should all remember these points at the appropriate time. Also, as I mentioned, this club is a team effort, and we **all** have to pull our weight to make sure it works properly. The main reason TCAC exists is because we are all interested in throwing cars around. Let's get more new people involved in our Club, by starting with more commitment from ourselves. And yes, this little lecture goes for myself also.

That's enough morals campaigning! Till next month (or whenever)
David Reinl



PRESIDENT'S REPORT

Goofrey has been in Brisbane for the last week sorting out some fine details for the Mobil 1 Trial, and unfortunately hasn't submitted a report for this issue. You'll just have to wait till next month!

FOR SALE

WANT REAL PERFORMANCE???

TRY THIS PROVEN WINNING RALLY
CAR

NISSAN BLUEBIRD 2 LITRE TURBO

AS IS: \$6000, OR NEW & IMPROVED: \$8000

CONTACT LEE WILLIAMS FOR FULL DETAILS
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MINUTES - GENERAL MEETING

17TH APRIL 1995

PRESENT: Shawn Eggins, Ron & Robyn White, Phil Russell, Jo Kelly, Bruce McCarthy, Lindsay Stone, James McCombe, Greg Van Dinter, Geoff Nicol, James Fisher, David Reinl.

Meeting declared open at 7.20 pm.

TREASURER'S REPORT

Lindsay reported that there was \$729.00 in the bank with all fees still not paid.
Voluntary Workers' Comp. should be paid \$100.00 to \$120.00.
Extra moneys accounted for was drink money.
CAMS extra \$6.00 to be paid for some members. Lindsay to notify.
Bill for Post Office Box to be paid, approx. \$40.00.
Outstanding permits to be paid.

SECRETARY'S REPORT

Incoming mail read out. Mail from Army and Mt Gambier Rally.

CLUB CAPTAIN'S REPORT

No word as yet from Council regarding new grounds.
Officials are still required for Mobil 1 Trial.
Route Charts for Mobil 1 Trial are nearly finished.

GENERAL BUSINESS

Greg has approx. 20 people as officials for Mobil 1 and will do Control officials course when information arrives.
Greg to find out departure time from Mt Isa for Mobil 1.
Club Calendar to be set at next meeting.
Proserpine, Dray Park event 29th and 30th April.
13th May Night Run to be held by Shawn Eggins.
28th May Khanacross to be held by James McCombe, venue to be notified.
25th June possible Motorkhana to be held at Willows carpark by Ron White.

Meeting was closed at 8.30 pm.

MINUTES - GENERAL MEETING

15TH MAY 1995

PRESENT: Shawn Eggins, Ron White, Phil Russell, Jo Kelly, Bruce McCarthy, Lindsay Stone, James McCombe, Greg Van Dinter, James Fisher, David Reinl, Brad Trimmer, Shane Ogilvie, Linda Down, Shannon Croft

Meeting declared open at 7.10 pm.

TREASURER'S REPORT

Cheques written to pay outstanding accounts.
Lindsay still to notify those members who have to pay an extra \$6.00 to CAMS

SECRETARY'S REPORT

Incoming mail read out and distributed. There was a letter from CAMS re: Members conduct, Insurance and Stewards roster for upcoming events.

CLUB CAPTAIN'S REPORT

No word from Council for new grounds.
There will be a display of our club's cars at the Willows Shopping Centre the week prior to the Mobil 1 coming to town. Can those with cars start thinking about getting them in reasonable nick to put on display. There will also be a display of cars at the Mobil Nathan Street.

McDonald's will print discount vouchers for all competitors and officials on the day.
We also may be able to get some sponsorship for future events of the local fast food outlets like McDonald's, Pizza Hut, Hungry Jacks, and maybe the Willows themselves.
We have been given permission by the Willows to hold an event in the Carpark the Sunday prior to the Mobil 1 coming to town.
Willows also want a copy of Public Risk Insurance Policy, we must be on our best behaviour for this event to ensure we are able to use the grounds again. Please leave the grounds in the good condition we get them in.

PRESIDENT'S REPORT

Greg reported that Bob Watson from Mobil 1 wanted to know if anyone was heading down to Brisbane for the ARC (27th - 28th May), to see if they would mind doing a course check from Townsville to Brisbane.

There is a Cannonvale (Airlie Beach) Khanacross on the same weekend as the ARC.
Council and Police are happy with all Mobil 1 proceedings at this stage.
Greg to get newsletters from guys at Mobil 1.

Control officials course - Greg is yet to receive information to conduct the course. There will be a meeting at Lindsay Stone's place in two weeks to discuss any further developments about Mobil 1. Anyone interested in helping out on the 2 days of Mobil 1 please come along.

GENERAL BUSINESS

Lindsay put a suggestion we have a guest speaker to come along to meetings and talk to us to vary meeting proceedings.

Ron stated he thought we need more events, even a social event.

Next event planned for 4th June, at Dragstrip. More details later.

Meeting closed 7.45 pm. (In time for the all important football - Ed.)



CLUB CAPTAIN'S REPORT

As yet I have still not received any reply from the Council with regards to permits for the use of the land on Duckworth St. I have sent a reply to the Commanding Officer RAAF Base answering all criteria about the proposed club activities and said that the Council was the only hold up and will inform him of the date of the first event, when we gain the relevant permits.

Mobil 1 is progressing well (see President's report) but remember, we need helpers. I am approaching the fast food outlets around the Willows to let them know about the Mobil 1 and trying to get some sponsorship for rallies later in the year. Don't forget to have your cars ready for displays at Willows and the Mobil Nathan servo a couple of weeks prior to the event and the Motorkhana at the Willows carpark on the Sunday, 25th July. Let's have plenty of entries.

Yet again I have had to amend the results of Jo's Motorkhana. This second amendment is due to some post scrutineering, measuring and checking of homologation papers of Bruce's Corolla. The finding of the judiciary now puts the wagon in Class B!!, which changed some "slowest time plus five" times.

AMENDED RESULTS - MOTORKHANA, 12th MARCH 1995

| | | |
|----|-------------------------|---------------|
| 1 | <i>Shawn Eggins</i> | <i>233.15</i> |
| 2 | <i>Leigh Achterberg</i> | <i>248.23</i> |
| 3 | <i>Lindsay Stone</i> | <i>251.70</i> |
| 4 | <i>D Reiffel</i> | <i>259.10</i> |
| 5 | <i>Bruce McCarthy</i> | <i>260.20</i> |
| 6 | <i>James McCombe</i> | <i>278.15</i> |
| 7 | <i>Greg Van Dinter</i> | <i>281.14</i> |
| 8 | <i>Shannon Croft</i> | <i>283.10</i> |
| 9 | <i>Phil Russell</i> | <i>283.18</i> |
| 10 | <i>Phil Mason</i> | <i>293.97</i> |
| 11 | <i>Mathew Long</i> | <i>302.41</i> |

In an attempt to alleviate the confusion about vehicle classes, in the previous magazine I included the wheelbase measurements for the different classes. This is OK for each person to know, but what about the director of the event? This month, I have included a table of known vehicles and their wheelbase and class. If, in your spare time or while you are repairing/preparing your car, you could measure your vehicle's wheelbase and write it in the table or let me know, I can then make up a complete table of all makes of vehicles and their classes and include it in the Director's Folio for instant reference for new directors, or old ones with bad memories.

Ron White

CLASS A:

CLASS B:

CLASS C:

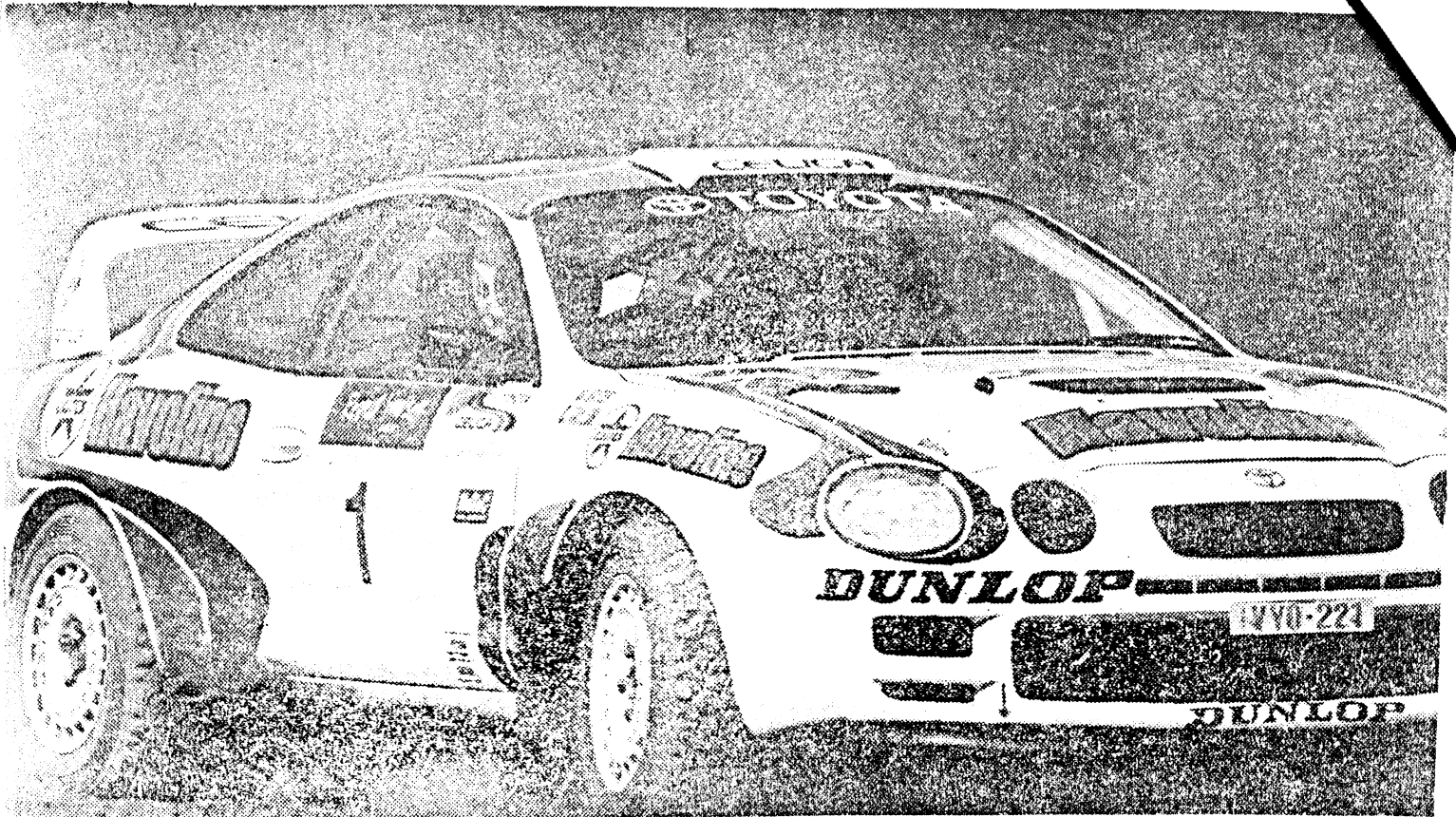
CLASS D:

VEHICLE

WHEELBASE

CLASS

[illegible]



TREASURER'S REPORT

Treasurer Lindsay Stone has advised us that, in taking up his new position, he has unfortunately made a few small errors with membership fees. The problem being that current financial members (whose numbers are very small - come on you lot, PAY UP!) may have been undercharged when paying. Due to a lack of communication, the fees charged may have only consisted of basic Club Membership. However, there is also a charge for CAMS membership, and also for your CAMS licences. Many members have only paid the Club fees, and the CAMS membership is still outstanding. We are still trying to work out all the details & will let you know as soon as possible.

Treasurer's(\$\$) Report for 15 May 1995

Balance as at 6/4/95 = \$729.00

This months INCOMING: \$ nil

This months EXPENSES:

| | |
|-----------------------------|-----------------|
| Voluntary Workers Insurance | \$100.00 |
| GPO Box Rental | \$ 40.00 |
| CAMS Permit Q95-020404 | \$ 75.00 |
| Total | <u>\$215.00</u> |

Balance as at 15 May 1995 = \$514.00

Outstanding Accounts:

1. CAMS Membership Fees @ \$6 each member = ???
2. Drag Club Fees for 1995 = ???

Lindsay Stone (Treas)

DRAY PARK AUTOCROSS

Those of you who didn't attend the Day/Night Autocross held at Proserpine early this month missed out on a spectacular, if not rain-spoiled, weekend. Townsville was well represented, with 9 drivers in 6 cars competing. Most of us arrived on the Saturday, about lunchtime and soon after, the heavens parted. After booking in and paying entries (several weeks late!) we prepared for racing. The water truck and rollers were out, preparing the track, but it was wasted effort, as the infant mist developed into adult raindrops. The track immediately turned slippery, before most of us had our first lap, making it very interesting driving.

Over the whole weekend, spins and overshot corners kept the crowd entertained, if not the hired announcer barking into a microphone with monotonous regularity. Apart from a few identification errors - Brad Trimmer is now known as "Speedie" - he wasn't too bad at keeping the masses amused. I wasn't originally going to compete, without my own car going (still) but on the trip down with Phil Mason, he offered me a drive in his 1600, which I accepted. He soon started kicking himself and tearing his hair out for making such a stupid mistake!

As everyone kept saying, the wet conditions were a good thing, as it is the best way to learn to drive. Controlling a slide in the dry is relatively easy - wet the ground and it's completely different. Even though times were not blindingly quick, I think everyone learned a thing or two and improved their skills due to the wet. Even the experienced drivers didn't just cruise around the track - they actually had to concentrate on keeping their cars on course, so it was a good workout for them too. Shawn won by a very small margin, just ahead of a front-wheel drive VW, of all things. Nothing personal against VW's of course! The only bad point of the weekend was that it rained for so long. By lunch Sunday, the Directors were thinking about calling the last round, when, would you believe it, some blue sky appeared! Lunch was called, while the track dried out a bit and we returned for some more laps.

I think everybody had a fairly decent run on the semi-dry track after lunch, with times dropping quite a bit for most. However, it was not to last, and the rain soon returned to drench the circuit again. The toilet block got a thorough workout during the weekend, as with no other running water, the shower was used to fill containers, for cleaning windcreens, etc. In my case, Phil's run was just before mine, so by the time he finished, I had to line up straight away and there was no time to clean the windscreen for my run. This impaired vision being the only reason I didn't blitz the field and win the event. And if you believe that, you probably believe Elvis is still alive, and only looks 30 years old!!

Seriously though, for a first-time night event driver, the nerves were on overtime and the butterflies pounding - needlessly, as the hired lights seemed to light the course up brighter than daylight, and almost made spotlights and even headlights unnecessary. Nobody came to grief during the night section, which was a relief to the organisers, and it proved the success of such day/night events. Most competitors are keen to have another go, whenever the next one is organised.

I must thank the Whitsunday club and their sponsors for putting on such a great weekend, and especially, thanks to Phil Mason for letting me drive his pride & joy. Thanks also to the Eggins crew for a space in their tent. The presentation dinner was also impressive, especially the Chef's Assistant, Sharon, who was giving Speedie (the real one) some interesting looks during the night. Apart from a pointless protest by a couple of entrants over a minor matter, the remainder of the competitors were also pleased with the weekend, and enjoyed themselves immensely. A perfect way to spend a long weekend - sleeping in a leaky tent (it wasn't, really) in the cold & wet, and driving noisy, fast cars splashing mud and shit in your face, while trying not to hit anything. Perfect!

David Reinl

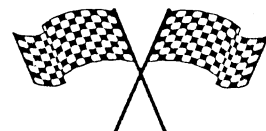
LAST LITTLE BIT

There is always room in Wheelspin for members to advertise their wares, or for directors to notify others of an upcoming event. Anyone with material they want printed should drop all relevant details with your own wording & photos, if available, in to Shawn Eggins, 4 Norwich Crt, Kirwan, or ring myself & I'll arrange something. Event directors must supply FULL details of their event, including date, time, location, entry fees, etc. No guarantees to which edition of the mag your ad will appear in. Material submitted late will only be printed upon receipt of a large cash bribe.

Give me the details and I'll make the space. Remember, this is your magazine - USE IT!



WHITSUNDAY SPORTING CAR CLUB



P.O. BOX 1115 AIRLIE BEACH 4802 QLD.

DRAY PARK NIGHT/DAY EVENT

29th & 30th APRIL, 1995

OVERALL RESULTS

| OUTRIGHT | ENTRANT | ELAPSED TIME | CLASS |
|----------|-------------------|--------------|----------|
| 1 | SHAWN EGGINS | 18.43.76 | 1ST D |
| 2 | GORDON FISCHER | 19.06.74 | |
| 3 | BRUCE McCARTHY | 20.04.39 | 1ST E |
| 4 | KEN DONOVAN | 20.23.46 | 1ST C |
| 5 | ROSS ANGELO | 20.52.32 | 1ST B |
| 6 | STEVE LOGAN | 20.58.32 | |
| 7 | OLLIE GATTRINGER | 20.59.97 | |
| 8 | STEVE COOPER | 21.32.39 | |
| 9 | PHIL MASON | 21.34.80 | |
| 10 | BRAD TRIMMER | 21.43.27 | |
| 11 | CHRIS COYTE | 21.44.02 | 1ST A |
| 12 | SHANNON WATTS | 21.46.38 | |
| 13 | SHANE OGILVIE | 21.56.11 | |
| 14 | FRED GATTRINGER | 22.00.30 | |
| 15 | LINDSAY JACKSON | 22.14.16 | |
| 16 | SHANE COOPER | 22.21.26 | |
| 17 | DAVID REINL | 22.29.52 | |
| 18 | MICHAEL CORBISHLY | 23.04.36 | 1ST F |
| 19 | DENISE VIGOR | 23.09.14 | 1ST LADY |
| 20 | STEPHEN MILLER | 23.12.12 | |
| 20 | JOHN WATTS | 23.12.12 | |
| 21 | JASON JOEL | 23.42.72 | |
| 22 | JUSTINE JACKSON | 23.52.92 | |
| 23 | PETER VIGOR | 23.57.38 | |
| 24 | PAUL COOPER | 23.59.98 | |
| 25 | PAUL CULSHAW | 24.00.03 | |
| 26 | PETER CORBISHLY | 24.09.38 | |
| 27 | PHIL RUSSELL | 24.51.66 | |
| 28 | JAMES McCOMBE | 24.53.83 | |
| 29 | NORMA CORBISHLY | 26.24.11 | |
| 30 | RAELENE MILLER | 27.06.28 | |
| 31 | BEVAN LOCKERBIE | 27.26.97 | |
| 32 | DARREN HAWKEN | 27.29.19 | |
| 33 | BRYCE FATNOWNA | 27.33.01 | |
| 34 | GENE HAWKEN | 27.37.78 | |
| 35 | MARK McKENZIE | D.N.F. | |
| 36 | HARRY VON RAPPARD | D.N.F. | |
| 37 | TONY CAMERON | D.N.F. | |
| 38 | TROY IRVINE | D.N.S. | |

CLASS AAGGREGATE TIME

| | | |
|---|-----------------|----------|
| 1 | CHRIS COYTE | 21.44.02 |
| 2 | SHANNON WATTS | 21.46.38 |
| 3 | LINDSAY JACKSON | 22.14.16 |
| 4 | JOHN WATTS | 23.12.12 |
| 5 | JUSTINE JACKSON | 23.52.92 |

CLASS B

| | | |
|----|-----------------|----------|
| 1 | ROSS ANGELO | 20.52.32 |
| 2 | STEVE COOPER | 21.32.39 |
| 3 | BRAD TRIMMER | 21.43.27 |
| 4 | SHANE OGILVIE | 21.56.11 |
| 5 | SHANE COOPER | 22.21.26 |
| 6 | STEPHEN MILLER | 23.12.12 |
| 7 | JASON JOEL | 23.42.72 |
| 8 | PHIL RUSSELL | 24.51.66 |
| 9 | JAMES McCOMBE | 24.53.83 |
| 10 | RAELENE MILLER | 27.06.28 |
| 11 | BEVAN LOCKERBIE | 27.26.97 |
| 12 | DARREN HAWKEN | 27.29.19 |
| 13 | BRYCE FATNOWNA | 27.33.01 |
| 14 | GENE HAWKEN | 27.37.78 |

CLASS C

| | | |
|---|-------------|----------|
| 1 | KEN DONOVAN | 20.23.46 |
|---|-------------|----------|

CLASS D

| | | |
|---|------------------|----------|
| 1 | SHAWN EGGINS | 18.43.76 |
| 2 | GORDON FISCHER | 19.06.74 |
| 3 | STEVE LOGAN | 20.58.32 |
| 4 | OLLIE GATTRINGER | 20.59.97 |
| 5 | PHIL MASON | 21.34.80 |
| 6 | FRED GATTRINGER | 22.00.30 |
| 7 | DAVID REINL | 22.29.52 |
| 8 | PAUL COUPER | 23.59.98 |

CLASS E

| | | |
|---|----------------|----------|
| 1 | BRUCE McCARTHY | 20.04.39 |
|---|----------------|----------|

CLASS F

| | | |
|---|-------------------|----------|
| 1 | MICHAEL CORBISHLY | 23.04.36 |
| 2 | DENISE VIGOR | 23.09.14 |
| 3 | PETER VIGOR | 23.57.38 |
| 4 | PAUL CULSHAW | 24.00.03 |
| 5 | PETER CORBISHLY | 24.09.38 |
| 6 | NORMA CORBISHLY | 26.24.11 |

LADIES

| | | |
|---|-----------------|----------|
| 1 | DENISE VIGOR | 23.09.14 |
| 2 | JUSTINE JACKSON | 23.52.92 |
| 3 | NORMA CORBISHLY | 26.24.11 |
| 4 | RAELENE MILLER | 27.06.28 |