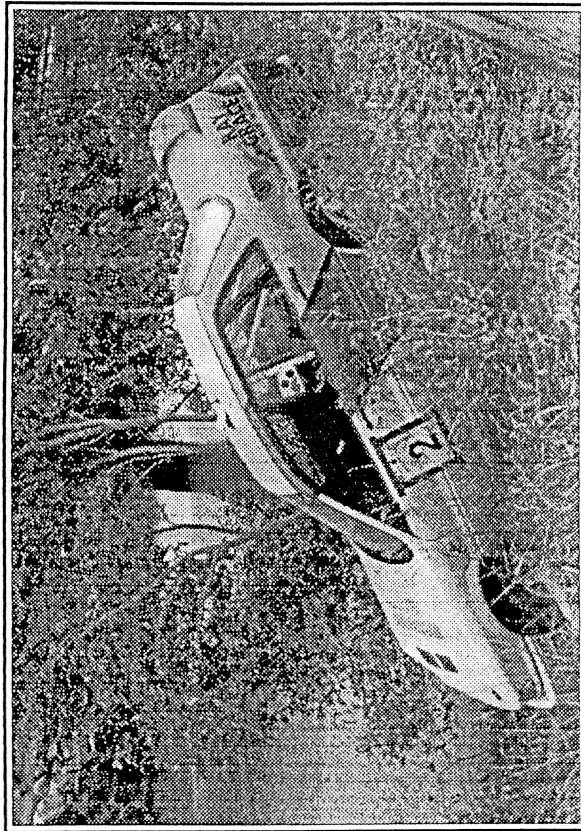
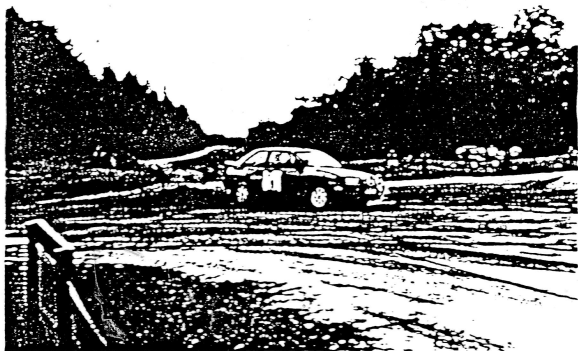


WHEELSPIN

Issue 5 June



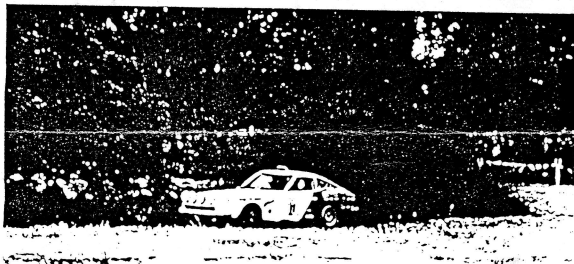
A publication of the
Twin Cities Autosports Club, Inc.



THREE WHEEL DRIVING



A REAR WHEEL DRIVE
civic?



WINNERS ARE GRINNERS



LUCKY PHIL

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Hello Fellow Sump Guard Heads,

I, being insane and stupid declare the 1996 channel 10 Cardwell Rally a success. The only problem being "Five Ways" in "Daylight". Now come on fellows, my navigator and I are flat-out seeing it by night.

Our Barny, Dence, Goofy, Ridiculous, Idiotism, Superficial people, get this in their head, that a QRC which has had a little rain, can do this, to the lower class drivers (meaning myself). Well it stops now!

Look you have shown a lot of non-local drivers some unreal roads. What do you think is going to happen next year, when the word gets out? I was considering entering next year and hoping for a low 20's finish, but no, you know-alls do this and my dreams have been shattered, to maybe low 50's. I, myself and me, not being very good find this very hard to comprehend. My rally car being a mum's shopping car, looks good, but doesn't go very hard, add to this my low driving ability, and you've wrecked my chance. My sponsor being my wife will not be very impressed with this result. "Please keep this in mind next time!"

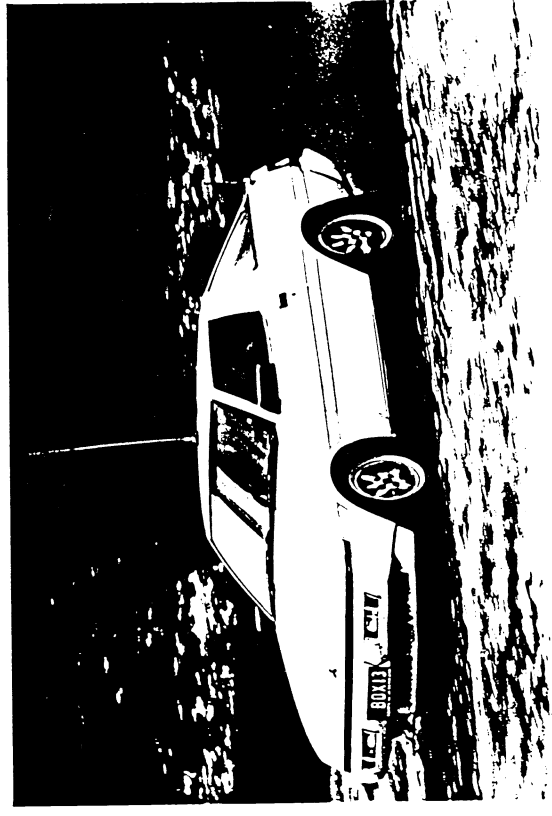
Yours in Sump Guard Bashing,
Name Withheld.

OK, Mr Withheld, Don't worry too much you won't be able to run your dirty old rotary canary anyway. Get a real engine intaya. -
Editor.

Editors Report

Magazine time again. Thanks to all those persons who handed in articles on time. No thanks to certain persons that have not yet done so, this is the reason why you aren't reading this last week: isn't that right, Shawn? Bruce McCarthy will now inherit all your club points, you slack mongrel.

Cardwell rally came and went with a few hitches. Bad weather didn't help much but thanks to Edwin's Range Rover, myself and Peter Marcovich we managed to pull something out of the old hat. Bill's Cardwell forest had a lot to do with that also - even with all the rain that joint still had some unbelievable roads left that gave the out of town boys a bit of an eye-opener in just about the worst possible conditions. Thanks to everyone who had something to do with it, especially the devoted control officials, sitting in the rain so that a bunch of rev heads could do their thing. Thanks to Geoff Millar for putting last month's and this month's magazine together, all I have to do is round up articles. Not as easy as one would think. Warren (maximum) Maxwell is putting together a ten pin bowling night at Kirwan Lanes on the 8th August. Give Warren a call on 798603 for any enquiries to do with this or any other coming social events he has planned.
Yours in motorsport,
Boxhead.



THE HEAVIEST "STARION" STILL ALIVE

Tennis night 22/6/96

For those who didn't turn up, you missed a good night. Stumpy and myself thought we might be the only ones to turn up so we started early. Forty minutes later the stone tribe turned up. Just in time as we were worn out from action. We decided to challenge Lindsay and Kayleen. Lindsay said he had a handicap playing with his wife. If that was the case, I had a hubcap with Stumpy on my side. We lost that match, only a warm-up match anyway. A few more scumbags had turned up by then so it was like football. 10 a side for a while. Warren and Claire called half time for a barbecue. Very nice timing indeed.

After food and drinks it was time to get serious. I challenged Stumpy to singles - flogged him. Next was Brucey - not so easy, but whipped him also. Time to give Lindsay the tennis pro a lesson or two in the finer points of the game. You thought a fat boy would be easy didn't you Lindsay? Kicked your arse, but.

Next - Basic - Now here's someone who can beat me easy - Ha! Not tonight, Shawn! (Hey, by the way, where's all your bloody articles?) Time to play Shawn's flat mate Steve. I stuffed up here, placed the ball nicely, only thing is, he has youth on his side and he chases the ball all over the court. Still no match. Another one down. Belinda was lined up now. Play soft. Boxhead, only so she could slam it back. The ball comes half an inch over the net (from her height). Very hard to get to when you think it's coming under the net. No problem dispensing of her. Although she challenged me to a game of squash (her sport) but I declined after the last bitch I played flogged me something bad and she was 6 months pregnant. See you all at the next social event Warren's organized.

Thanks Warren and Claire, top night.

Boxhead.

Heckler's Report

The club has successfully conducted it's first QRC. It was a big effort with 110% being put in then to have the skies open and stress us even more. Honorary club member Peter Marcovich still doesn't have a nick name yet so I thought we might hold a competition to see if we can give him a suitable nick name.

I know we called him a few names during the rally, but we cannot use them in public.

Plans are underway for next year. And we're looking for suckers (sorry) I mean volunteers to assist in the event.

As I have been busy with the rally the club captains' roll had to take a back seat for a while. I will have an up-to-date point score in the next magazine.

In the April minutes of the Qld State Council News a motion was passed that as of the 1/9/96 all RALLY CARS competing in interclub or higher status ROAD EVENTS (RALLY) must produce a Vehicle Log Book issued by CAMS Which means no Log Book, no more rallies.

So if you want to find out if your car meets the requirements to be issued with a log book, ring CAMS state office on 07-38700355 or borrow a CAMS manual.

PRESIDENTS GUFF.

It's that time again. Boxhead has been chasing me for a report. Like most people in the club, sitting down for long enough to write an article for the mag is not their favorite sport. "Having a tube while doing so is, though". Anyway, here goes.

I guess the topic on everyone's mind is the QRC. What an effort. Forgive me for flogging an old goat here but congratulations to everyone for the effort and persistence shown during the event. Obviously the rain, the fact that we just did not know about a lot of things and the magnitude of the rally meant that all was not perfect. We did though, with all your help, run the next event possible on our first attempt. Next year (Yes, there will be a next year, suckers!) can only get better. Already we have received some positive feedback from competitors and others that will be discussed when the time comes.

One thing the rally has done is stir up a few competitors around the traps. Ed is dreaming of 260ZZs, Brucey is going to "Upgrade(?)" the Mazda and I've got a bit of an itch that needs scratching. Only one problem, who is going to organize for next year? You had better get that Mazda up and running Stump Man or you could be the lucky one. Seriously though, it would appear at this stage that Edwin will once again be director for the '97 event, with the same people assisting. Of the sponsors and supporters we have spoken with since the rally all are very happy with what happened and are if for next year. Sponsorship was one of the hardest tasks so an early start for '97 will mean that enough can be raised to cover all expenses. This year's event just covered costs thanks to a host of generous individuals and businesses, we would obviously like to change this so that the club benefits and the rally can stand on its own two feet.

You will no doubt read plenty more about the rally so that will do from me on that topic.

A couple of weeks ago I met with Peter Sawyer from Hiway Truck Parts in Garbutt. Peter is set to navigate in the Panama to Alaska rally in June '97. Only catch is he has never navigated before and is

therefore very keen to get as much experience as possible before then. A run with someone at Cathu or Greenvale would be ideal. Peter will become a member of our club so I'm sure we can sort out a ride for him somehow.

Shawn's motorkhana was on Sunday and a great day it was, too. The clubbie had another busy day filling our 6 of the 10 entries. Sadly, it was beaten for 1st and 2nd by a rice burner and a mud bucket. The small field meant that by 2pm we were up the tubes and in Stumpies pool, mind U only briefly, by 4pm we were well on our way. Ah, another great day of motorsport. "Well done, Basic!" Two pages of "Foolscrap" sorry, Fullscap is definitely my limit so until we chat again, Bye, folks.
Gloofrey. Alias Greg Van Dinter.

For Sale

1 x RX-7 series 4 13B rotary engine.

New Race Beat Manifold & 48mm Dellorto side draught carbie.

Electronic Ignition with twin Accell coils & spare electronic dizzie.

1 x 4 speed gearbox.

1 x 5 speed gearbox.

2 x 4 barrel rotary carbies & manifold to suit 6 port.

1 x 6 port std fuel injection set up with computer

1 x spare clutch (heavy duty)

plus bits & pieces - \$2000.00 the lot.

Phone Bruce McCarthy 733031

QRC III Thanks to Boxhead's prompting ("Write a ****ing story. NOW!") I find that the clerk of course's job is not yet over. Anyway, back to the start. Some time late last year Goof called around to Fulcrum one afternoon to solicit my help with a rally the club was holding and if the club did all the work would I let them use my name as clerk of course. "It won't take much time and won't cost you anything" says Greg. "OK" was my foolish reply. What had escaped my attention was we were talking in "motorspeak" so, for those who don't know, "it won't take much time" means "6 months of your life" and "won't cost you anything" means "\$3,000 to \$4,000". How foolish of me not to understand this in the first place. We started off easily; a couple of weekend trips to Cardwell with old route charts and we have a basic plan of the roads we will use and even a first draft road book. Applications to CAMS etc made. This is easy! Next job. Publicity. Combined effort - night of champions dinner - talk to competitors - attend Rally Directors' school. The trip in the Tarago has already been the topic of a story and I have been on too many trips before so I flew down and met the boys at the night of champions dinner where we renewed some old acquaintances and talked a few competitors into coming up for our rally. Next day. Rally School. Boy is there a lot we didn't think was important that is. Now a serious matter when you go from a club level event to a state championship event. Back home in Townsville we started to upgrade everything to championship level. We thought we were on track with about two weeks before the event when we started on our final route book. Several near sleepless nights later and our book was approved for printing with "only a few changes". These few changes took 3 nights 6pm to 3am to complete, then an all-night effort by Stumpy and Goof to do all the printing, and binding by Ron the next day gave us one of the best road books around. While the road crew had been doing all of this, the publicity and sponsorship team lead by Phil and Lindsay had been doing a top job lining up deals with channel 10 and a host of minor sponsors all of whom I hope club members will support throughout the year. On the Friday before the event we were having

a media day. I got a phone call from Bruce Dommett asking for directions to Reid park. No problem. Drive down Main road keep right at lights. SO at lights. 200m turn left. Second phone call. "We're lost". Easy solution. Stay there. I'll come and get you. So I lead Bruce to Reid park and the media day gets underway. I return to work. About an hour later I get a phone call. "Merdo McDonald here. Can you fix my car? We've broken a rack end and done a bit of damage to the car." "OK." "oh, and we tore the watermain out of the ground and drowned the paddock. See you in a few minutes." Only a few minor problems at scrutineering and we're into the big day itself. What a great day. Blue sky, Sun shining, couldn't be better. 9:00 - cloudy, light rain, could be better. 11:30 - Briefing, heavy cloud, light rain, could be better, Cardwell 2" rain in last hour, could be much better. 12:00 - Start, cloudy, light rain could be better. 12:30 - First car starts special stage 1, spectators happy, overcast, not too bad. 12:32 - Second car starts. 12:33 - Second car crashes into the creek and stops the event. WE DON'T NEED THIS!!

By the time the whole field has arrived in Cardwell the rain has really set in and some of the roads are very slippery. To the point where the sweep car and the 4WD recovery can't complete some of the stages and after a quiet discussion with some of the competitors we decided to postpone the rest of the stages until the next morning. This gave us the time to reroute the event on to the main roads only so as to allow the event to be completed and obtain a fair result for all the competitors. After the finish when every one wants to start the hard part of the scoring starts. Getting the results out in the 2 hours after the finish and before the presentations is a real pressure task and thanks to the efforts of Stumpy, Heckler and Goof it was managed just in time. The organiser team and I returned to the dinner ready to sit down, relax, eat and drink.

Instead, we found one more problem. Our MC for the night had walked our on us because no-one would buy him free drinks. A true professional, I thought.

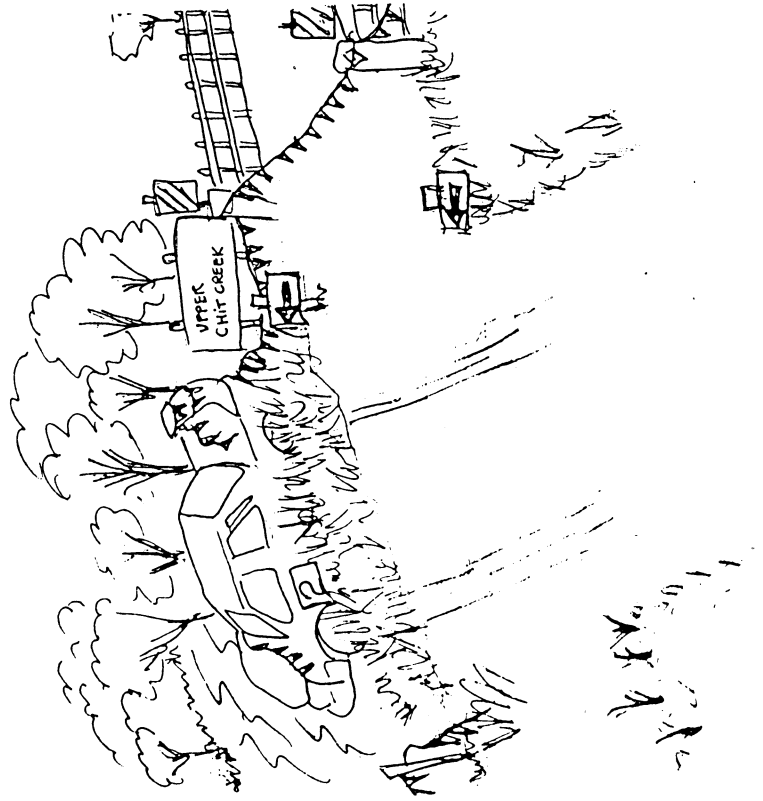
Thanks to the quick thinking of my friend Shar who new of the

problem and supplied me with several bottles of courage in a very short time I managed to summon my best speaking voice and take over as MC for the presentations and with the help of Goof we managed once again to muddle through.

From the comments of the prize recipients and the rest of the competitors I believe that the club has put on a first rate event and all should be congratulated on the efforts they have put in to making this event the success that it was.

From here let's start planning next years event to be a bigger and better success.

Yours in motorsport,
EDWINA.



GENERAL CLUB MEETING - 20th May, 1996

PRESENT: G. Van Dinter, S. Eggins, P. Mason, B. Johnson, G. Ross, A. Kelly, B. & J. McCarthy, P. Russell, J. McCombe, J. Fischer & Tanja, P. Riddick, L. Stone, G. Nicol, D. Reinl, M. Jenkins, S. Olgivie, E. Hetherington, W. Mitchell, R. Hodson

Meeting opened 7.15 pm. by President Greg.
Minutes of 15/4/96 read & approved.

CORRESPONDENCE IN: General mail opened.

PRESIDENTS REPORT- G. Van Dinter

- Peoples contact nos. reqd for QRC.
- QRC MTG tomorrow night at EHS.

Zeros, sweeps, Rec, Stage Commanders etc. all wanted to go up on 26/5/96

to Cardwell. A-A timing practices req'd after.

TREASURER'S and SECRETARY'S REPORT - see Mag.

EDITORS REPORT - G. Ross

- no mag. until Shawn's articles are received.

CLUB CAPTAINS REPORT - G. Nicol

- Points score coming
- some non members competing.
- mag. to have list of financial members to date

GENERAL BUSINESS

KARTZONE PARTY W'END after QRC 15/6 tentative - pay as you drive, \$6.50/p for food supplied (byo salad) or BYO totally, BYO drinks (lights)

- FUND RAISING SCHEMES to be looked at:
. Calcutta sugg. by GN.

- QRC MEDIA DAY on Friday - morning likely.

- TEN Tee shirts/stickers being provided.

- 4TO

* Hermit Pk. Buses - promos effort. flyers

PROMOTIONS - 1 car in Willows 30/31/1 May, hopefully manned.

- 1 car in Ent. Centre - tentative.

BOOKS OF TICKETS from David R. - everyone try to sell
T-SHIRTS design looked at.

MEETING CLOSED 8.45pm.

It's the hair that does it!

C'mon Lindsay - Where are you? Cars 1, 2 & 3 already done - car 4 out there now playing around. Knowing I'd been offered a drive in the noisy rotary and knowing Lindsay's characteristic punctuality, basic generously placed me car 5. With no choice in the matter and much grumbling, I fired up my own quiet rotary and lined up. At first I was worried about tyre wear, engine wear, panel damage - hell it's only a '57 Chev - sorry - Hicolored Mazda! By the end of that first test, they told me my time and I forgot about worrying.

The poor clubby was getting a really good workout and despite many suggestions and much begging and pleading, Belinda still refused to let her pride and joy be donated as a second club car - we'll have to keep trying. As Phil M and Goof demonstrated - revving it like a rotary was the secret to getting the slightly underpowered Galloping Ant to move - but perhaps another club day to fix the handbrake and other niggling problems would be worthwhile - from my limited experience, Motorkhanas are definitely handbraking territory. And that ignition wire kept jumping off... Still, everyone had huge smiles all day, so I guess we were all having fun.

About the end of test 3, a small electrical fire in my beast broke out behind the dash and had me in a state of panic. I didn't want to pull out now - I wouldn't have minded if the car burnt to the ground at day's end - but NOT NOW!! The fault couldn't quickly be traced and I decided to risk lining up for another run - each psycho who dared sit in the silly seat had a firm grip on the glovebox, which kept rattling open, and the other on the extinguisher - just in case! I do more problems, though - except I lost my gauges in the electrical "incident" and I didn't want to overheat the poor thing, so I drove pretty slowly for the remainder of the day (are you calling me a liar???) Muddy Phil Russell was encouraging me to beat his times as he was trying to avoid having to write some bullshit such as this. By the last test, the outcome seemed pretty certain, but a few moments at full throttle instead of half had me sideways into a garage pole - 10 second penalty. This (rare!) mistake earned me my

first ever round of applause - what a headswell!!!
 Thanks to all the competitors for turning up, Basic for running a great event (and not competing) and Muddy, for a great fight... and also for helping me to prove that the "M" badge on our cars isn't just for laughing at. Just imagine... my motor in his car... Datsuns - eat dust! Thanks also to Lindsay - for being late!

The Piss Trough

David "U" Reinl

P.S. I wish you'd work out a different name for me!

CALENDAR OF EVENTS

July 20 - Belinda's Party
 28 - Motorkhana - Cairns

August 3 - Ten Pin Bowlig Night

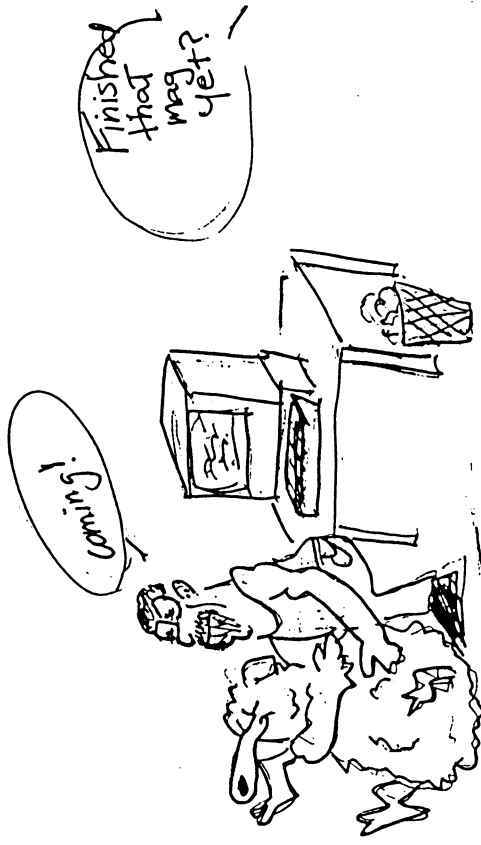
4 - Motorkhana - Bruce McCarthy

17 - Mini Golf - Tanja Karlsson

17 - Black Mountain Rally - Cairns

24 - Khanacross - Airlie Beach

8.30pm



There was a young man called Stumpy
 Who years ago, wasn't so frumpy.
 His hair it was so big,
 It looked like a wig.
 Cut short now, we all call him lumpy

Four men and a F.A.R.T.*

(*Failed Attempt to win a Rally in Townsville)

Peter Layton noses out the foul truth behind the tall tales you've heard about the Townsville round of the QRC

IF there's a time and a place for everything, then 4 o'clock in the morning was definitely meant to be a time for sleeping. Popular convention for the place at that time was meant to be a bed.

That's the opinion of John Slattery who, at four o'clock in the morning on Thursday, June 6, loaded his own personal snoring pillow into the back of Lance Jones' Discovery. At the same time, he loudly and repeatedly proclaimed to Lance's neighbours why half past seven would have been a more civilised hour to be leaving for Townsville.

At four o'clock in the morning, John Slattery is not his usual, placid, logical, unflappable self. At four o'clock in the morning, John Slattery is inclined to believe that all things should be equal. At four o'clock in the morning, John Slattery is likely to want to know why shouldn't the neighbours be awake if he has to be.

Fellow travellers Lance and Allen Jones, and Peter Layton, weren't sure at four o'clock in the morning on Thursday, June 6, that John was awake.

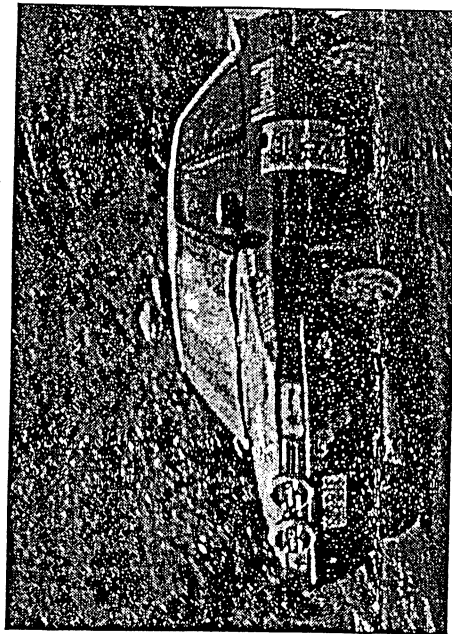
Confirmation came about half an hour later. That's when John's head hit his pillow.

That's when Lance, and Allen, and Peter, learned that John's pillow was no ordinary pillow.

That pillow was equipped with the most powerful amplifier which micro-technology has yet devised.

And, contrary to popular belief, John doesn't snore when he's awake. When he's asleep, everyone knows it.

In the interests of public welfare and motorsport in general — and three of John's fellow travellers in particular —



THE Jones boys are back... and the whole town's talking. Al takes the corner that Bruce didn't. Lance keeps his head down, just in case. Bruce's Galant is barely showing just in front of (and very, very, down below) the Laser's right front wheel.

someone should whack an audiometer on that bloke when he's sleeping, then they should try to develop a muffler to suit. I know three blokes who, at four-thirty in the morning on June 6, would have paid them a fortune for it.

I also know four blokes who, at about ten thirty in the morning of Sunday, June 9, would have paid a fortune for a couple of large dubs of Tarzan's Grip to whack on the wheels of a certain red Laser 4WD Turbo just before it slid into a particularly nasty little gutter beside one of the slippery forestry tracks behind Cardwell, an hour or so north of Townsville. But that's a tale that belongs at the tail of this tale.

What John was really whinging about on the Thursday morning was the fact that he would have to share the effects of his flatulently obvious nervous stomach with similar rumblings from the insides of Lance, Allen and Peter within the confined space of the heavily laden Discovery.

Early morning risings and nervous stomachs do not make for good travelling companions. Never were the benefits of fast electric windows more greatly appreciated than during the first couple of hours on the road.

Less complimentary things can be said about electric windows under other circumstances, depending on who has their finger on the button at the time.

No doubt most of you will already have heard a certain anecdote concerning electric windows and one of the four tourists to Townsville. Here is the truth of the matter, and all of the related facts.

At the first fuel stop, at the Carseldine Caltex on Brisbane's northside, we noticed that the left front tyre on Mark Taylor's borrowed trailer that was carrying the Laser was more than it should have been. It had a bulge that would have made a pregnant woman envious. We changed it for the spare, which was a bit old and cracked —

fitting company, we thought, for at least two of the four of us.

The sun, I might add, in keeping with John's philosophy, was still at least another hour and a half from getting out of bed. It would be three more hours before we could buy an extra spare.

About three hours north of Brisbane, and about two hours (but only 30 kilometres) south of Gin Gin, some disquieting thrashing sounds began drifting from that wheel back to the tow-er.

Someone (it wasn't me) suggested that as Peter was sitting in the nearside rear passenger's seat, he would have the best view of finding out what was happening if he were to wind down his window, shove his head out and take a look back.

Poor naive Peter! No sooner had he lowered the glass, knelt up in his seat and put his head awkwardly out the window than he felt the glass lift smartly up on the side of his neck and trap him there.

His choice of words was excellent. They weren't so bloody great that he couldn't hear the laughter beneath pretended curls of bewilderment from inside the car.

The slipstream whistling past his ears wasn't so bloody great that he couldn't hear the laughter beneath pretended curls of bewilderment from inside the car.

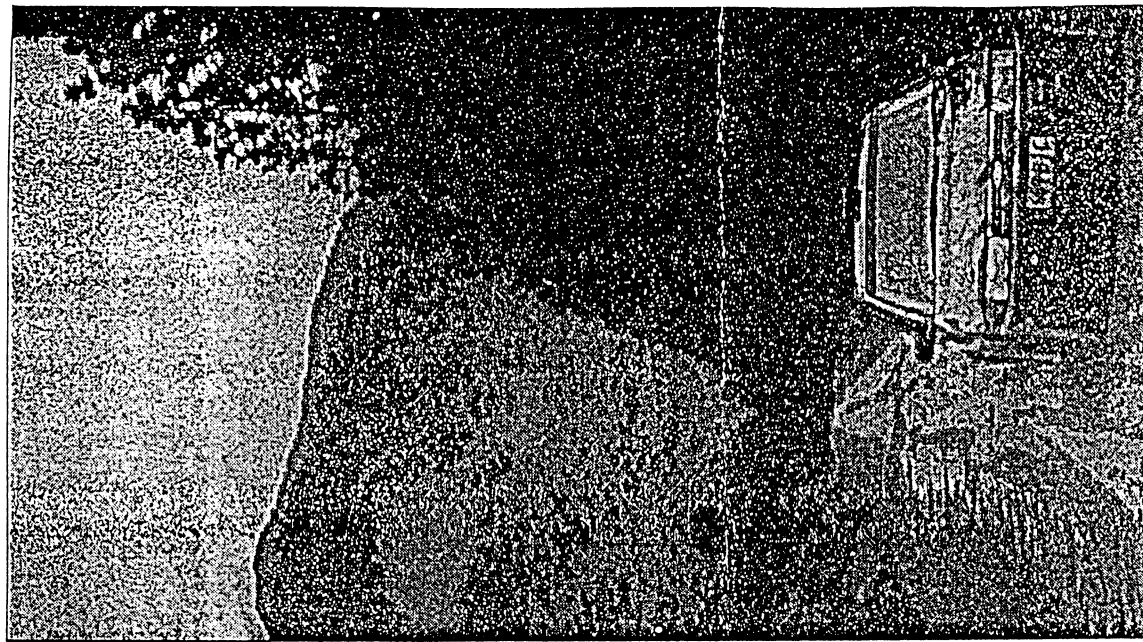
Howard.

He let it be known again to all passing traffic that if somebody didn't get his bloody finger off the Up button and pretty bloody smartly on the Down button on the electric window master control panel between the front seats, he would push somebody's bloody head in just as soon as he could pull his own in. That got a result. They obviously didn't know that Peter was all bluff, particularly when his head was being squeezed tightly between the top of the window glass and the top of the door frame, and his backside was pointed ungraciously at the roof lining as he struggled to release himself.

Peter's panicky return to his seat was greeted by loud cries of innocence from within the car. His return was also met by many claims that someone's knee had pressed against the window switch in the door at the same time as that same someone had pushed his head out the window. Much laughter. But only from three of the four blokes in that car.

Howard.

Before Peter could report on the condition of the tyre that started all the fuss, it gave its own report.



THE back roads of Cardwell, with one lone Laser in the foreground. This was a transport into service, and far from indicative of the competitive stages.

Pull over to the first available clear section on the side of the road and start jacking up the front axle on the trailer.

Problem No.1. The ground here wasn't level like it was at the Carseldine Caltex. Removing the shredded tyre and rim was easy enough. But the jack didn't have enough travel to lift the axle high enough to get the only spare back on — the pregnant one — even with the bulge positioned to the top.

Peter thought it was a two-stage jack. Lance and Allen and John said it wasn't. Lance and Allen and John started looking for bits of timber and rock to put beneath the jack. Peter shut up and started fiddling with the jack.

Howard. Peter said you aren't aware.

light truck tyre that almost matched the other three on the trailer.

The next stage to Rockhampton, where we were able to pick up and fit a spare that was the correct size, plus a spare casing just in case, was refreshingly faster.

Four more driver changes later, about 11pm and three hours behind schedule, we hit the outskirts of Townsville.

Al should have been a navigator. That way he could have whinged about having four navigators, not just three, telling him which streets to take into town and where we were due to stay. I suppose it was the fact that the three navigators had three different opinions of which way to go that got him upset. It couldn't have been caused by the other motorists who yelled abuse at him when he was forced to cut across three lanes of traffic in the middle of an intersection in the middle of town.

Other motorists' unkind remarks about Al's driving ability don't normally upset him. We established that during the 18 kilometres of slow haul into Gin Gin. One even had the cheek to suggest the Discovery was a Q-car, seeing as how it was being driven by a Mexican using Queensland plates.

What we were looking for and had already been booked into was described in the tourist booklet as modern, refurbished, air-conditioned, self-contained units in "an older-style building with quaint Victorian charm" only a minute or two from the centre of the city and the Flinders Street Mall where the rally cars were to be displayed on the Saturday morning.

Whoever wrote the blurb in the booklet had obviously done their writing apprenticeship concocting real estate ads.

True. It was only two minutes from the Mall. But the blurb said nothing about being perched on the side of Castle Hill. And Castle Hill didn't get its name because of any gentle slopes. Two minutes would be a fair estimate for anyone on roller-skates heading into town. Twenty minutes would be equally fair for anyone on foot climbing back out of town. Not to mention the sweat it raised.

The blurb also forgot to mention that when driving into the street where the units were located, from below, one should turn to the left, not up to the right into the goat track just wide enough to accommodate a Discovery and trailer, but not quite wide enough to turn the rig around without slipping over the edge and entering the Mall a bit earlier and faster than planned.

Three navigators got it wrong. Al got to practise his tight-track driving skills at a very subdued pace. Al wasn't appreciative of the opportunity we gave him. Al can be very ungrateful at times.

Have you ever noticed how, after a long trip in a boat, your balance changes when you step ashore? Driving in Lance's Discovery with Mark's trailer on behind is not unlike travelling in a boat. It pitches and sways with all the behavioural characteristics of a windjammer rounding Cape Horn — against the wind.

So it was no surprise to any of us when we finally entered our unit to feel the floor slipping away beneath us, with a very pronounced gravitational pull towards the drop of the hill which fell steeply away from beneath the unit's front windows. It had to be our sense of balance that was affected because the kitchen sink, which shared the same room with Peter and Lance and their double-decker bunks, drained properly from the draining boards on each side of the bowl.

We were tired, and we reckoned a good night's sleep would have us all standing straight on our feet in the morning.

We were wrong. We had a good night's sleep. The bunks were comfortable. But the deck was definitely still canted over in the morning. A quick check of the sink cupboard showed that someone had cunningly built up one end by several inches to square off the top. The stove next to it wasn't so thoughtfully installed, but we didn't plan to cook on it anyway. Which didn't stop us from wondering how you would poach an egg without it flying out the window under its own steam, so to speak.

We didn't worry with the air-conditioning. We didn't need it. A glorious breeze was blowing in at the windows. The shower cubicle was clean, if not generously proportioned, the water was hot and plentiful, the whole place was clean and tidy, and our hosts were friendly and helpful. This was n't five-star. But this was comfortable. And full of character. Even John forgot to snore.

Friday morning was great. The sun was shining. Thursday's misadventures were forgotten. Today was Media Day. Time to have some fun and pick up some publicity on the special stage bunted off in Reid Park.

Reid Park, for those of you who don't know, has been reclaimed from mangrove swamp beside Ross Creek, on the south side just across from the centre of town. The track wandered around through the middle of the open park, back down between the rail line and a corridor of trees, hung a hard

gravely left at the end of the bumpy straight, then straightened up over a hump for a dash to the finish line.

Channel 10, as the major sponsor of the event, was there with its camera. So were a few press and radio people, chatting on and laughing at their own outrage.

Wayne Hoy in Ian Wright's Z car and Bruce Hummett in his Galant took on board a couple of media passengers, raised a bit of dust, rattled a few stones in the underbody, and whizzed their passengers back to the start after practising take-offs and landings a few times down the straight.

"That shut them up," said Bruce's navigator when the first two passengers climbed white-faced and silent from their seats.

Next to fly was a Datsun 1600 with a roof-mounted CB aerial, and a driver whose physical proportions leave him very visible in a crowd, but whose name won't be mentioned here.

He too returned very quickly, with about 100 metres of bunting trailing from his aerial.

One of the Townsville officials hurriedly removed the bunting before the TV camera could focus in on it.

"We don't need that," he said peevishly.

Murdo McDonald was trying his hand at the understating characteristics of front wheel-drive in the Hyundai Lantra after a season or so of being accustomed to the positive traction of four-wheel-drive. The Channel 10 cameraman was positioned at the end of the first small straight and had Murdo in full frame as he belted into the left-hand bunker. Murdo understeered. He locked up, slid under the bunting and into the long grass, and discovered a water pipe which the Townsville City Council had been trying to find there for years.

Everybody who was watching the Channel 10 news that night now knows where that water pipe is, and just how much pressure had built up inside it since it was lost.

"We don't need that," the Townsville official said, just before ringing for the plumbers.

Next day, just before the rally kicked off with the Reid Park special stage, everybody was agreed that Reid Park was a bit bumpier than ideal, with the added bonus of boulders and other surprises hidden in the grass. It wasn't worth trying to pick up a couple of seconds there and risking the whole event.

Everybody, that is, except Bruce. If he was pulling big revs on the media day,

someone had switched in a couple of extra spark plugs when he took his place as second car on the road after Wayne Hoy.

Bruce was fairly flying. He came down that back straight with more air under him than Lance after he has eaten a spicy Indian curry. Bruce remembered the kick to the left about 50 metres too late.

Two mangrove trees and a cloud of dust later, the Galant was showing only its bum above the top of the creek bank. Bruce climbed out smiling. The cameraman was smiling. Bruce's navigator wasn't smiling. The crowd began cheering.

"We don't need that," the same official said, just before calling for a tow truck.

Bruce's navigator, white-faced, didn't say anything.

The Galant wasn't badly damaged, but it was stuck very, very tight. It wasn't going anywhere until all the cars had run the stage. It was out of the event.

The Jones boys, father and son, wisely backed off during the special stage. So did everyone else after Bruce's mishap.

The bulk of the rally was to be run at Cardwell, with only two runs of the special stage — at the start and end of the rally — in Townsville itself. Word began circulating just before leaving Townsville that Cardwell had had rain overnight, with an extra two inches in half an hour that morning, just for good measure. Ideal conditions for the Laser with Al at the wheel. Not so ideal for dear old dad who refuses to look anywhere but at the roadbook if there's been even so much as dew on the grass when Al's in his element.

Cardwell is little more than an hour's run from Townsville, but the geography is radically different. Whereas Townsville is essentially flat apart from Castle Hill, with little to push the clouds up and the rain down, Cardwell is squeezed between the mountains on its western flank and Hinchinbrook Island, with Queensland's second highest mountain on it, to the east. In between is a natural rain trap for tropical downpours — and not a few blacksoil roads.

Slippery? It was bloody slippery. Division break and park ferme, with a barbecue to follow at the local bowls club, was scheduled for 9.30pm. By 7.30pm, with a high attrition rate in the field and most of the route now impassable, the organising officials called it a day. The plan was to reroute overnight and salvage what could be used of those roads with a decomposed granite base to make up two competitive

sections, then running the new route twice over in the morning to gain the distance necessary to declare the rally an event and establish the winners.

No one was quite sure of the overall state of play at this stage, although it was obvious that Al and Lance were running a close second behind Wayne Hoy and closing the gap quickly.

The pressure was on Wayne to keep his lead, but the pressure was equally on Al to step up the pace just that little bit and, if not press Wayne's times enough to put cut back Wayne's times enough to put himself and Lance into the lead. He had only four sections in which to make up 42 seconds.

Everybody adjourned to the bowls club. Bruce was there, still smiling broadly. Why shouldn't he? He was now one of the majority who at some stage had not quite got around a corner and couldn't get back on the track. He just happened to be the first, and in rather public view at the time.

Al and Lance were fifth on the road in the morning. In front of them was John Spencer. Behind was Viv Gees.

Although service was central at an Cardwell Showground, there was an optional service point 19 kilometres out of town.

John and Peter stood in the drizzle looking up the long straight, waiting for the first glimpse of the red Laser to flash around the distant green corner below high mist-covered mountains.

It finally appeared, less than two minutes after John Spencer had come through. Peter snapped a quick picture as Al passed the service point, thumb up, pushing the Laser on towards the start of the second section of the morning. No problems, thought Peter and John. Great!

They returned to Cardwell for the next service at the end of the second section — 10 minutes while the cars were being regrouped for the second run over the same course.

The Laser came in. A quick change of the right back wheel which had picked up some gravel between the tyre and the rim, clean out the calipers, and Al and Lance were off again. They had picked up only 15 seconds on Wayne Hoy in the two stages. The pressure was well and truly on.

John and Peter went back out into the bush for the final service. The rain was heavier. No other service crews were there. A formality now, they hoped Spencer came and went. Two minutes passed.

"....," said Peter. John said nothing. A

Twin Cities Autosports Club Inc.



SECRETARIES SECTION

- Thanks to all who helped the QRC come to life and run successfully - it symbolizes what motivated Aussies can do, when they team together.
- New members of the Jones' family- Glynn, Rhonda, Danielle and Brad, said of the QRC - "Had a ball and enjoyed it all!"

CLUB FUND RAISING OPPORTUNITY

Following the 1996 QRC, which was for a lot of us, our first attempt at a 'big event', I'm sure a lot of ideas floated around in people's heads as to how to make it better next time.

Some of us also pondering on how to make up for things that didn't go as well as planned or hoped! As a sponsor-chasing person I know that the Club fell short of the required funds to meet (the costs and) our obligation to those individuals who outlaid a lot for fuel, etc. In the past a proportion of these significant costs have been reimbursed and I believe this should continue, especially as we are talking well over the few hundred mark.

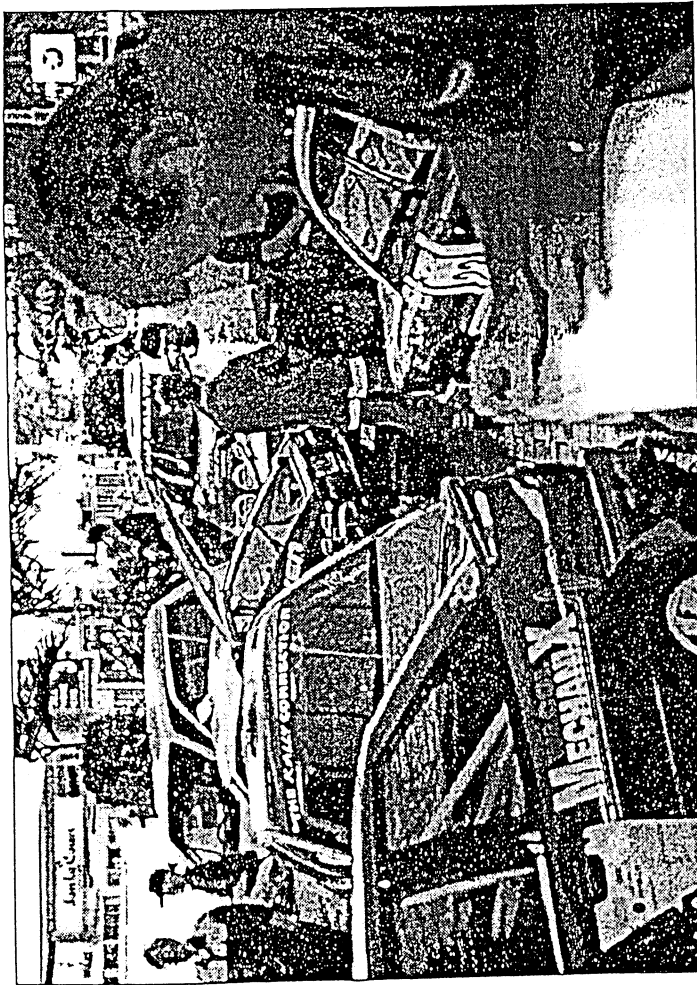
Some ideas have already been voiced at Club Meetings and chewed over.

Getting right to the point of this article, I have felt that acquiring a vehicle of good resale value that Club members have the skill and interest to work on could achieve this goal. It might even have the benefit of bringing people together and learning new skills or sharing them with others (Killing two birds with one stone!!!! - pun intended - watch out birds!!)

I spotted Brad Trimmer's old Datsun for sale and once other Club members confirmed the idea we picked it up for \$800, as is. It has the makings of a good clubmans car with 6 point roll cage, race seats, 240K struts, 14 inch wheels, sumpguard, 1600 engine with twin carbies, 5 speed gearbox, optional locked diff, etc. These are as far as I know for now - who knows what else lies underneath its surface?

The body needs rust cut of non critical areas, and seats need reupholstering and people have already offered parts or assistance to get this car on the road and into an enthusiasts hands again.

Yours in local motorsport
Lindsay-the-Rock



DEAR OLD DAD in panic mode... it's the only chance he gets to work out what he's got to do while everything around him is still stable. Al, back to the camera, left Lance to it. Flinders Street Mall, before the start of the rally, wasn't where his talents were needed, he reckoned.

red glimpse at the far end of the straight. A moment's elation. Then dismay. Viv Gees' red Falcon.

"F***, F***, F***" said Peter.

Viv stopped long enough to pass on the word: A slippery corner just after the start. No one hurt. No major damage. The car was stuck tight. The front wheels might have been pointing in different directions. See you later.

That was it. Back to the showgrounds, hitch up the trailer, and a short haul up the road to find the Laser with its buckled lower control arm being towed out of the gutter by the recovery vehicle.

So close to a win after so many months out of the Laser. Would Lance and Al have pegged back Wayne those vital couple of seconds in the last two stages? It's academic now.

And ironic. Because Wayne was forced into a mistake. Not knowing what had happened behind him, believing his lead was still being hauled in at a frightening rate, he dropped the clutch at the start of the last stage one second too soon — while the stewards were standing next to him. The penalty was a full minute added to his time.

OPPORTUNITY FOR A SPONSOR

Applications are now being called for a major sponsor to join the LAJ Rally Team.

This is an excellent opportunity for an imaginative, far-sighted organisation to develop its public profile in Australian motor sport.

The LAJ Rally Team has shown that it is going places. Its sponsors' names will be travelling with it.

By establishing a commitment with the LAJ Rally Team now, the successful applicant will get in on the ground floor of an excellent marketing opportunity.

The major sponsor will be part of a small but dedicated team. It will share, but have display prominence over, the team's existing sponsors:

Brian Byrt Ford
Wacol Mechanix
Burgess Auto & Bodyworks

Applications to:

Lance Jones
(07) 3814 3077

Channel TEN N.Q. Forest Rally

No	Driver	TC 2.5-2.6		TC 2.6-2.7		TC 2.7-2.8		TC 2.9-2.10	TC 2.11-2.12	TC 2.12-2.13		OVERALL PLACING
		A - A	COMP	A - A	COMP	A - A	A - A	A - A	COMP	A - A		
1	W HOY	0:00:00	0:09:31	0:00:00	0:04:23	0:00:00	0:00:00	0:00:00	0:01:28	0:00:00	1:09:28	1
8	J SPENCER	0:00:00	0:10:10	0:00:00	0:04:35	0:00:00	0:00:00	0:00:00	0:01:31	0:00:00	1:12:54	2
5	S. SCOTT	0:00:00	0:10:41	0:00:00	0:05:02	0:00:00	0:00:00	0:00:00	0:01:39	0:00:00	1:17:03	3
11	W JOHNSTON	0:00:00	0:10:36	0:00:00	0:04:45	0:00:00	0:00:00	0:00:00	0:01:32	0:00:00	1:18:31	4
10	V GEES	0:00:00	0:11:00	0:00:00	0:04:53	0:00:00	0:00:00	0:00:00	0:01:46	0:00:00	1:18:49	5
17	A TAYLOR	0:00:00	0:10:48	0:00:00	0:04:49	0:00:00	0:00:00	0:00:00	0:01:34	0:00:00	1:20:36	6
18	A BUKMANIS	0:00:00	0:11:40	0:00:00	0:05:11	0:00:00	0:00:00	0:00:00	0:01:41	0:00:00	1:22:35	7
14	A CLUNES	0:00:00	0:11:10	0:00:00	0:05:05	0:00:00	0:00:00	0:00:00	0:01:37	0:00:00	1:22:42	8
13	M MACDONALD	0:00:00	0:11:25	0:00:00	0:05:10	0:00:00	0:00:00	0:00:00	0:01:35	0:00:00	1:22:43	9
20	P LOCKHART	0:00:00	0:11:33	0:00:00	0:04:54	0:00:00	0:00:00	0:00:00	0:01:41	0:00:00	1:23:24	10
15	N MICHEL	0:00:00	0:11:26	0:00:00	0:05:07	0:00:00	0:00:00	0:00:00	0:01:39	0:00:00	1:23:56	11
22	M BIMROSE	0:00:00	0:10:45	0:00:00	0:04:51	0:00:00	0:00:00	0:00:00	0:01:53	0:00:00	1:24:40	12
21	R GALLEY	0:00:00	0:12:01	0:00:00	0:05:06	0:00:00	0:00:00	0:00:00	0:01:36	0:00:00	1:25:11	13
23	P VIGOR	0:00:00	0:12:26	0:00:00	0:05:19	0:00:00	0:00:00	0:00:00	0:01:39	0:00:00	1:27:27	14
16	P MASON	0:00:00	0:10:57	0:00:00	0:04:49	0:00:00	0:00:00	0:00:00	0:01:33	0:00:00	1:32:06	15
19	A PEARCE	0:00:00	0:10:53	0:00:00	0:04:46	0:00:00	0:00:00	0:00:00	0:01:34	0:00:00	1:35:42	16
26	R ANGELO	0:00:00	0:12:34	0:00:00	0:05:14	0:00:00	0:00:00	0:00:00	0:01:43	0:00:00	1:39:43	17
29	K DONOVAN	0:00:00	0:12:26	0:00:00	0:05:10	0:00:00	0:00:00	0:00:00	0:01:43	0:00:00	1:44:01	18
28	E RUTLAND	0:00:00	0:12:28	0:00:00	0:05:24	0:00:00	0:00:00	0:00:00	0:01:45	0:00:00	1:46:11	19
12	A GASTON	0:00:00	0:11:20	0:00:00	0:05:07	0:00:00	0:00:00	0:00:00	0:01:39	0:00:00	1:51:04	20
27	P ANDREWS	0:00:00	0:12:05	0:00:00	0:04:53	0:00:00	0:00:00	0:00:00	0:01:38	0:00:00	2:54:10	21
2	B DUMMETT	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	0:00:00	DNF
3	L ACHTERBERG	0:00:00	DNF	0:00:00	DNF	DNF	DNF	DNF	DNF	DNF	1:00:25	DNF
4	J GOASDOUE	0:00:00	DNF	0:00:00	DNF	DNF	DNF	DNF	DNF	DNF	0:56:54	DNF
6	B FULLERTON	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	0:00:00	DNF
7	C. WATERS	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	0:01:29	DNF
9	A. JONES	0:00:00	DNF	0:00:00	DNF	DNF	DNF	DNF	DNF	DNF	0:54:33	DNF
24	K CALLINAN	0:00:00	0:11:37	0:00:00	0:04:44	0:00:00	0:00:00	0:00:00	DNF	DNF	1:21:27	DNF
25	L. STONE	0:00:00	0:46:35	0:00:00	DNF	DNF	DNF	DNF	DNF	DNF	1:53:24	DNF
30	S EGGINS	0:00:00	0:10:15	0:00:00	0:04:34	0:00:00	0:00:00	0:00:00	0:01:34	0:00:00	1:14:44	ZERO

No	Driver	TC 1.1-1.2		TC 1.2-1.3		TC 1.3-1.4		TC 1.4-1.5		TC 1.5-1.6		TC 2.2-2.3		TC 2.3-2.4	
		A - A	COMP	A - A	COMP	A - A	COMP	A - A	COMP	A - A	COMP	A - A	COMP	A - A	COMP
1	W HOY	0:00:00	0:01:25	0:00:00	0:01:05	0:00:00	0:01:57	0:00:00	0:06:07	0:00:00	0:08:28	0:00:00	0:04:04	0:00:00	0:04:27
8	J SPENCER	0:00:00	0:01:32	0:00:00	0:01:43	0:00:00	0:02:48	0:00:00	0:06:23	0:00:00	0:09:45	0:00:00	0:04:27	0:00:00	0:04:27
5	S. SCOTT	0:00:00	0:01:32	0:00:00	0:01:31	0:00:00	0:02:44	0:00:00	0:06:55	0:00:00	0:10:22	0:00:00	0:04:38	0:00:00	0:04:38
11	W JOHNSTON	0:00:00	0:01:32	0:00:00	0:01:32	0:00:00	0:02:28	0:00:00	0:06:50	0:00:00	0:10:42	0:00:00	0:04:42	0:00:00	0:04:42
10	V GEES	0:00:00	0:01:39	0:00:00	0:01:38	0:00:00	0:02:22	0:00:00	0:06:41	0:00:00	0:10:07	0:00:00	0:05:02	0:00:00	0:05:02
17	A TAYLOR	0:00:00	0:01:34	0:00:00	0:01:34	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
18	A BUKMANIS	0:00:00	0:01:39	0:00:00	0:01:39	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
14	A CLUNES	0:00:00	0:01:35	0:00:00	0:01:35	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
20	P LOCKHART	0:00:00	0:01:36	0:00:00	0:01:36	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
22	M BIMROSE	0:00:00	0:01:33	0:00:00	0:01:33	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
15	N MICHEL	0:00:00	0:01:43	0:00:00	0:01:43	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
21	R GALLEY	0:00:00	0:01:36	0:00:00	0:01:36	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
23	P VIGOR	0:00:00	0:01:35	0:00:00	0:01:35	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
16	P MASON	0:00:00	0:01:29	0:00:00	0:01:29	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
19	A PEARCE	0:00:00	0:01:33	0:00:00	0:01:33	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
26	R ANGELO	0:00:00	0:01:38	0:00:00	0:01:38	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
29	K DONOVAN	0:00:00	0:01:39	0:00:00	0:01:39	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
28	E RUTLAND	0:00:00	0:01:39	0:00:00	0:01:39	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
12	A GASTON	0:00:00	0:01:42	0:00:00	0:01:42	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
27	P ANDREWS	0:00:00	0:01:45	0:00:00	0:01:45	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
2	B DUMMETT	0:00:00	0:01:45	0:00:00	0:01:45	0:00:00	0:02:18	0:00:00	0:06:19	0:00:00	0:11:13	0:00:00	0:04:58	0:00:00	0:04:58
3	L ACHTERBERG	0:00:00	0:01:25	0:00:00	0:01:25	0:00:00	0:02:12	0:00:00	0:05:55	0:00:00	0:09:15	0:00:00	0:09:40	0:00:00	0:09:40
4	J GOASDOUE	0:00:00	0:01:28	0:00:00	0:01:28	0:00:00	0:02:18	0:00:00	0:05:55	0:00:00	0:09:15	0:00:00	0:09:40	0:00:00	0:09:40
6	B FULLERTON	0:00:00	0:01:29	0:00:00	0:01:29	0:00:00	0:02:18	0:00:00	0:05:55	0:00:00	0:09:15	0:00:00	0:09:40	0:00:00	0:09:40
7	C. WATERS	0:00:00	0:01:29	0:00:00	0:01:29	0:00:00	0:02:18	0:00:00	0:05:55	0:00:00	0:09:15	0:00:00	0:09:40	0:00:00	0:09:40
9	A. JONES	0:00:00	0:01:29	0:00:00	0:01:29	0:00:00	0:02:18	0:00:00	0:05:55	0:00:00	0:09:15	0:00:00	0:09:40	0:00:00	0:09:40
24	K CALLINAN	0:00:00	0:01:30	0:00:00	0:01:30	0:00:00	0:02:18	0:00:00	0:05:55	0:00:00	0:09:15	0:00:00	0:09:40	0:00:00	0:09:40
25	L. STONE	0:00:00	0:01:32	0:00:00	0:01:32	0:00:00	0:02:18	0:00:00	0:05:55	0:00:00	0:09:15	0:00:00	0:09:40	0:00:00	0:09:40
30	S EGGINS	0:00:00	0:01:31	0:00:00	0:01:31	0:00:00	0:02:01	0:00:00	0:05:55	0:00:00	0:09:15	0:00:00	0:09:40	0:00:00	0:09:40

Club Competition

Guess who this is
& how old is she?



Payback time



NUMBER	CLASS	NAME	RUN1	RUN2	RUN3	RUN4	RUN5	RUN6	RUN7	RUN8	TOTAL	PLACING
5	B	D REINL	29.8	37.4	67.2	56.4	123.6	55.2	210.4	52.8	263.2	38.6
1	B	P RUSSELL	29.9	34.4	64.3	57.7	122	58.9	212.7	64.5	277.2	41.5
8	B	G VAN DINTER	32.3	35.9	68.2	57.5	125.7	55.5	211.7	69.7	281.4	39.9
10	C	J MCCOMBE	35.8	35.5	71.3	58.7	130	60.7	234	49.1	283.1	47.9
9	B	S NEWMAN	41.8	38.1	79.9	59.9	139.8	56.3	232.4	52.6	285	50.8
7	B	M LONG	47.4	39.1	86.5	65.8	152.3	57.9	210.2	56.5	299.2	46.4
4	B	B JONES	33.9	38.1	72	74.1	146.1	57.7	203.8	62.6	299.8	60.4
5	B	D JONES	38.7	41.1	79.8	61.3	141.1	67.2	208.3	59.5	311.9	48.4
2	B	P MASON	35.7	41.7	77.4	74.9	152.3	59.1	211.4	58	324.5	47.9
3	B	B JOHNSON	47.3	36.9	84.2	62	146.2	73.5	219.7	64.5	334.3	69.6
6	B	P MASON	47.3	36.9	84.2	62	146.2	73.5	219.7	64.5	334.3	69.6
7	B	P MASON	47.3	36.9	84.2	62	146.2	73.5	219.7	64.5	334.3	69.6
8	B	P MASON	47.3	36.9	84.2	62	146.2	73.5	219.7	64.5	334.3	69.6
9	B	P MASON	47.3	36.9	84.2	62	146.2	73.5	219.7	64.5	334.3	69.6
10	B	P MASON	47.3	36.9	84.2	62	146.2	73.5	219.7	64.5	334.3	69.6

M3006.XLS

DRIVER	VEHICLE	CLASS	1	2	3	4	5	6	TOTAL	O/RIGHT	CLASS
G. Ross	626	C	119.59	WD	109.74	WD	122.95	119.84	713.86	4	3-B
B. Johnson	VR2	B	116.54	114.37	119.56	122.95					
R. Kelly	VR2	B	WD	DNS	104.85	129.54	115.09	111.81	681.09	1	1-C
S. Egging	1600	C	111.19	108.61	126.01wc	120.62	136.73wc	115.31	715.84	5	4-B
G. VanDinter	VR2	B	109.8	107.37	126.01wc	120.62	136.73wc	115.31	715.84	5	4-B
P. Miller	CELICA	C	129.36wc	113.81wc	108.27	121.73	127.82	116.23	717.22	6	2-B
P. Russell	MAZDA	B	116.7	118.43	125.41	120.11	126.22	134.55	741.42	8	5-B
T. Karlson	VR2	B	133.13	126.63	126.01	137.73	136.73	133.63	793.86	11	7-B
T. McCombe	1600	C	129.36	113.81wc	119.61	129.33	135.33	129.28	756.72	9	4-C
T. McCombe	GEMINI	B	119.2	115.72	121.02	DNS					
B. Babarolch	VR2	B	WD	127.15	WD						
J. Kelly	VR2	B	112.33	109.34	126.01wc	119.35	116.9	116.56	700.49	2	1-B
P. Mason	VR2	B	105.83	WD	102.96	DNF					
B. McCarthy	626	C	105.83	WD	102.96	DNF					
L. Miller	CELICA	C	118.64	113.81	113.78	132.93	129.98	125.9	735.04	7	3-C
J. McCombe	1600	C	117.11	110.87	112.62	119.62	123.64	119.35	703.21	3	2-C
P. Riddick	VR2	B	134.69	119.98	123.01	146.93	127.5	125.36	777.47	10	6-B

SURNAME	FIRSTNAME	HOMEPHONE	WORKPHONE	FINANCIAL
ACHERBERG	LEIGH	795816	211877	20/02/94
BROMFIELD	JUSTIN	077 516759		07/08/93
DONOVAN	KEN	077 835751	977 823848	20/03/94
DONOVAN	TRACIE	077 835751		04/06/94
DUNLOP	RICK	077 215008	018 711347	10/03/96
EGGINS	SHAWN	077 789290	256655	18/02/94
HETHERINGTON	EDWIN	723156	726144	29/08/93
HUDSON	ROB	077 216277	014440504	10/03/96
JENKINS	MIKE	015 643048	077817245	19/02/96
JOHNSON	BELINDA	077 746159		19/02/96
JONES	GLYNN	077 746159		10/03/96
JONES	DANNIELLE	077 798290	077 722819	19/02/96
MASON	PHIL	077 798603		19/02/96
MAXWELL	WARREN	256950		17/02/94
MCCARTHY	BRUCE	077 289008		10/03/96
MCCOMBE	JAMES	077 820152		/
MCCUBBEN	DOUG	731523		18/02/94
OGILVIE	SHANE	015068637	015068637	20/04/96
PILGRIM	LINDA	077 817248	077 817248	25/04/96
RIDDICK	PETA	736296		31/03/94
ROSS	GRANT	793516		08/05/94
RUSSELL	PHIL	077 745530	713782	10/06/94
STONE	LINDSAY	077 289549	256511	29/03/94
VAN-DINTER	GREG	079 475197	079 451491	31/07/94
VIGOR	PETER			

TWIN CITIES AUTOSPORTS CLUB Inc.

President Greg Van-Dinter Ph 077 256511 Work 077 289549 Home
Vice President Shawn Eggins Ph 077 256655 Work
Secretary Geoff Nicol Ph 077 271222 Work 077 734663 Home
Treasurer Ken Long Ph 008079096 Work 077 737404 Home

MEMBERSHIP APPLICATION

I, the undersigned hereby apply to become a member of the above mentioned association, in the event of my admission as a member, I agree to be bound by the rules of the association for the time being in force.

Name

Address

Telephone Work Home

Occupation

Make of competitive car

Signature of applicant Date / /1996

I, the undersigned, a member of the association, nominate the applicant, who is personally known to me for membership of the association.

Name

Signature of Nominator Date / /1996

I, the undersigned, a member of the association, second the nomination of the applicant, who is personally known to me, for membership of the association.

Name

Signature of Secondor Date / /1996

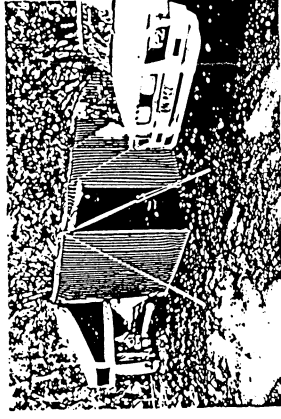
Fees Competitive \$ 30.00 single
\$35.00 family

plus CAMS fees applicable (\$6.00 CAMS membership,\$22.00 basic licence)

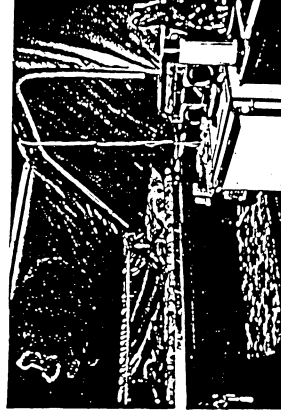
Social membership \$10.00 single
\$20.00 family

For Sale

Campervan with Annex
Sunwagon



New floor, beds and vinyl
Fridge (Cas/240), Stove, Sink



Contact Ron White
522101 (work)

Treasurer's Report

Balance as per Statement 14/6 96	\$ 4856.81
Plus Deposit 28/6/96	\$ 635.00
Cash to be banked	\$ 334.15
	\$ 5825.96
Less outstanding cheques	
787832	\$ 48.75
787833	\$ 89.55
787834	\$ 350.00
787835	\$ 225.00
787836	\$ 200.00
787837	\$ 75.00
787838	\$ 50.00
787839	\$ 100.00
787840	\$ 100.00
787841	\$ 100.00
787842	\$ 28.00
787843	\$ 55.25
787844	\$ 164.00
787845	
Current balance	\$ 4140.41
Outstanding accounts	
Suncorp Public liability insurance due 18/7/96	\$448.25

Meetings held 3rd Monday of each month next 15/7/96 at Lindsay Stone's 30 Davies St Mt Louisa
starting at 7.30 pm