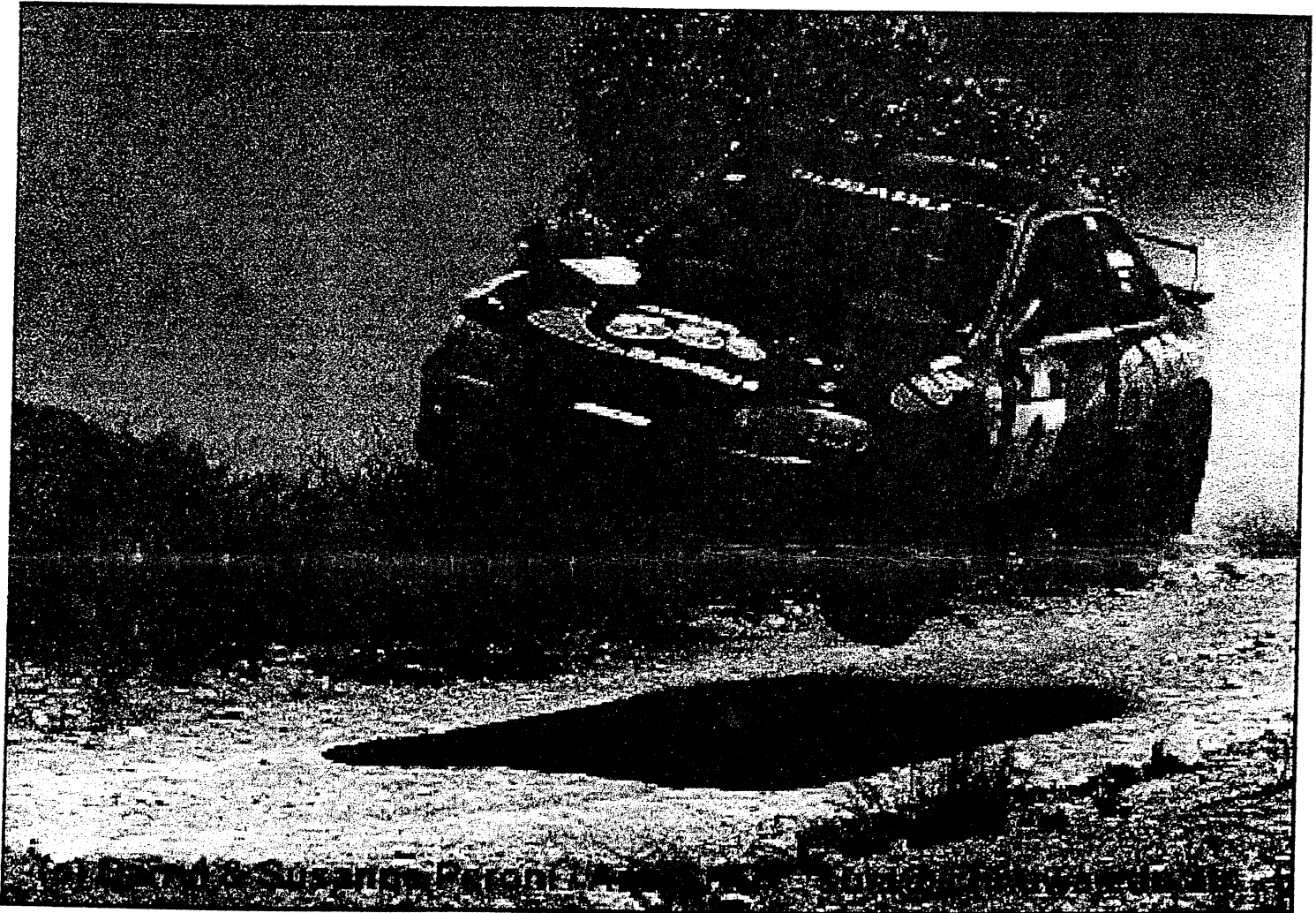

Twin Cities Autosports Club

Wheelspin

*For the latest news in Rallying in North Queensland
October/November Issue 1997*

Colin McCrea's Huge Jump At '97 Rally Australia



Twin Cities Autosports Club

President:: Greg 'Goofry' Van Dinter Ph AH 47289 549 Club Captain: Geoff 'Heckler' Nicol Ph AH47 734 663
Meetings: Third Monday of the Month at N.Q. Autosports Centre, Ph 47 791 351

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(c) Darryl & Susanne Peroni / AutoSHOT susi@ichr.uwa.edu.au

WRC
Corolla,
Didier
Auriol,
Perth
1997

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EL PRESIDENTE'S REPORT

*It's been a while
hasn't it....*

*As most of you know
we've changed editors ;
Angela has headed off
overseas. We all hope
she enjoys her trip .*

*Meanwhile Pete
Vigor is taking up the
slack for the time being
,so try to help out and
get your articles ,
cartoons ,ads or photos
in to him as soon as
possible. They can be
dropped off at his place ,
(if he's not there put
them in the mail box) as
he can't put the
magazine together until
we give him something
to put in it.*

*It would be fair to say
that the momentum has
slowed a bit since the
QRC. This isn't
surprising since many of
us put in an absolutely
mammoth effort into
running the event and
just simply need a bit of
a rest. Others are
rebuilding their cars
which will deplete the
fields for the next few
events , myself included.*

*But , with that said ,
both Cardwells are now*

*run and the club needs to
move forward.*

*Cardwell QRC was a
great success in terms of
the interest it generated
publicly and club
reputation wise but
financially Cardwell
Short Rally was
fantastic; with the
biggest field that I've
ever seen for any club
rally since arriving in
Townsville.*

*Unfortunately it fell
upon the same people to
organize and run the
event as those involved
in the QRC. Fair enough
they have the knowledge
and experience but
unless some of the others
step in to help out , these
regular organizers will
burn out !*

*You will learn more
about motorsport by
being involved in all
aspects of the club than
you ever will just
standing on the sidelines.*

*If you are not able to
compete in an event get
involved with the
organisation and
running, it can be
satisfying too.*

*See you at the
next Get-together!*

Goofry

HECKLER'S DRIBBLE

*Well, it's nearly the
end of the year with only
the Games Night at Fun
City Stockland from 7pm
29/11/97 and the Club
Presentation and
Christmas Party at the
Beach Club , at the
RockPool, The Strand,
Saturday 13 December
at 7:00 pm. Cost is \$25
per person, pay on
arrival.*

*The point score is not
yet finalized so don't
panic and ring me
bitching you don't have
all the points you think
you deserve.*

***Ironman-Weekend**
was GREAT FUN for
those who competed.
Those who didn't
compete - losers. I had
great fun because it has
been ten years since I
had a play. The
Motorkhana and
Khanacross poles
thought they would
celebrate my return by
throwing themselves on
the ground every time I
was close to them.
Thanks Mike for a good
event. My son Stephen
has claimed the
medallion and hangs it
proudly in his room.*

***Cardwell Short Rally**
saw the best number of
entries this Club has
ever had at Cardwell. I
can remember when we
got only six entries
compared to this years
eighteen. I think this can
be attributed to the*

*interest in Rallying the
QRC has brought to
North Queensland.
Once again a top effort
from Ed, Box, Stump and
Goof.*

*We will be conducting
the next QRC on the
12th and 13th July,
1998. If you are not
competing please give
the club a hand. If you
pitch in and help you
will then be able to take
credit for the excellence
of the event no matter
how small a part you
play. The Club wil also
benefit and then you will
win again as the Club
will become bigger and
better the more the
members get involved.*

*Well that's enough
from me. See you for a
beer at the Christmas
Party. Heckler!!*

For Sale

*Mazda
Capella Coupe,
New paint,
Roll Cage,
2 racing
harnesses, NQ
Autosports
revamped
engine
\$2000 + Spares*

Ph 47792064

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History of the RAC Rally

Since the penultimate round of the World Rally Championship is upon us I thought you might be interested in reading about its history- PV

1951 saw the first - ever RAC International Rally of Great Britain. Run in June, there were four start points with the finish in Bournemouth, and tests at various places along the route. These included such varied courses as the Rest and Be Thankful hillclimb in Scotland and driving tests on the sea front at Brighton.

With rallies in Europe (such as the Alpine and gruelling Liege-based marathons) becoming far tougher, the 1952 RAC Rally was moved back to March in search of worse weather. Subsequent years saw the introduction the

navigation sections, notably through Wales, but these proved almost impossible for overseas crews. What was needed was a formula combining challenge with straightforward navigation...

In 1959, therefore, Jack Kemsley was asked to organise the event. He moved the date to November and devised a long route from Blackpool, through northern Scotland and Wales, to finish at Crystal Palace racing circuit in London. This attracted 16 overseas entries, as well as six factory cars from Ford and eight (including one of the new Mini-Minors) from BMC.

In 1960, more major changes were made. The 2,000-mile route started in Blackpool, finished at Brands Hatch, and omitted Wales. Most important was the inclusion of three timed sections on private forest tracks, where Erik Carlsson proved dominant, although co-driver Stuart Turner later admitted that they had made a pre-event recce!

Along with the introduction of a modern road book, the format was such a success that the 1961 Rally would be won and lost entirely on Forestry Commission special stages. Over 200 miles of these gravel roads were used, with cars heading north into Scotland before the finish at Brighton. Names like Kielder, Kershope, Dovey and Staindale appeared for the first time.

The Rally never looked back after that. The format today is basically unchanged, apart from the introduction of pre-event reconnaissance, first on the spectator stages and later (since 1990) on all the special stages. Also unchanged is the general domination by Scandinavian drivers. Only Britain's Roger Clark (twice), Carlos Sainz (once) and Colin McRae (twice) have managed to beat the Finns and Swedes since the event took to the forests.

The event's international reputation grew rapidly: since the formation of the FIA World Rally

Championship in 1973, the British Round has always been included. Many cities and towns are eager to host one of the country's major sporting events, those visited have included London, Birmingham, Bath, York, Chester, Cheltenham, Harrogate and Nottingham.

ALL THE WAY FROM DEEP DARK N.S.W

15/16 November,
11:00am and everyone is ready for Mick to start off the first car in the Ironman/Aluminium Lady Event held at the Savanna Club Grounds.

This event was only contested by the Best and maybe one of 'The Rest', 3-2-1 Stumpy (Car One) left the line and all eyes are on just what line he is taking through the tight corners and near impossible chicanes, OK I reckon this will get tricky if I use all seventy horsepower so maybe I'll use a little brakes, Rev-Rev-Slide-Slide, my time is pretty good, but here's Box lining up in the Stanza and he's out

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of there with fastest time in 3 runs. Goof ran a fast one, likewise Kombi, P.M., Steven and Steve Newman were hammering. The List of Fast Drivers and Close times was the order of the day and after the last run I think there was only ten seconds between first and tenth. The competition was really between the girls; Katrina, Tanya, Lyn and Treena for the title of Aluminum Lady with heaps of counting on fingers for time splits. Kombi came up with an 'out there' paint job that got more than just one look and Steve Miller's esky was a real sight with what you might have to say is the BIGGEST flares ever on a car.

OK. Now that Bloody Night Run. Well Mick said "you have to bring your brains" and Guess What? I'm a driver and only Navigators need a brain and I had a go at navigating and after 3 and a half hours I had the driver lost and smoke coming out of her ears - HOME TIME. Paul McCubbin likewise, pulled the pin and found the best thing for those

notes was to line the bottom of the budgie cage, Good One Paul!

Back to Savanna for Day Two and everyone knows just what the task is and how hard they will have to push themselves to be competitive.

Heckler put himself to the test and showed everyone why he is a Rusty Old B --. I'm known for a lot of wheel work and no brakes, and Rusty's do it in reverse, but to both guys in the R.O.B. competition (Hip Hip Hooray) you're now in our **Hall of Fame**.

It was good to see Basic back and pedlin' as fast as ever. He averaged the same good numbers as the best of them (1:20 - 1:24) and finished in the top half of the field. Belinda Johnson came out with Basic and 'she done O.K.', well fair for such a good car!

Now to everyone who had something to do with the event: Directors, Assistants, Timers (Hi Karryn), Drivers, Wives, Husbands, linesmen and ball boys GOOD SHOW. Yes I will be back to set next year's course if not, then by proxy, so to everyone reading this

Merry Christmas and Happy New Year, see you in about 6000kms.

MUDDY

**RECENTLY
LIFTED FROM THE
INTERNET**

Carl's Pace notes Guide

Pace notes are an individual thing, and as such, the method and style I use may not suit you. For starters we used a descriptive set of calls, rather than numbers (except for 90 degree turns). I like to hear numbers for distances and I didn't want to have to think about the call when concentrating on driving, it's a personal preference but Vatanen and Kankkunen use words, so it's good for them too.

We defined a scale of corner as follows:

flat - no need to slow down at all, a very gentle bend in road, or a crest etc.

Fast - maybe a slight back-off

Easy - typically a 3rd gear corner, fast but will need some braking

Medium - maybe a 3rd or 2nd gear corner, depending on the road around it, this was something of a catch-all.

90 - heck a special case - a 90 degree bend - I don't have a 90th gear and 90 metres is unusual enough to be used here.

slow - pretty much as it says! One you've got to slow right down for - hairpin, handbrake, flick, whatever a really tight corner.

We used the following modifiers:-

Long - e.g. long easy right, long fast left, long slow right on crest etc.

don't cut - don't cut the corner, there's a gutter, or a hole or a tree etc. e.g. medium right, don't cut.

Opens - corner is of increasing radius - e.g. medium right opens you'd be able to

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accelerate out of the corner.

Tightens - opposite to opens.

Sharp - e.g. 90 right - sharp

Deceptive - e.g. medium right tightens, deceptive entry (there was a hairpin on one of the stages that was deceptive, it looked like it was 50 metres further down the road that it really was, I missed it twice during pace noting and once during the rally, maybe that call needs refining

The following are obvious but necessary as needed e.g. Rocky/rough, Uphill/downhill, Slippery, Boggy. etc.

Linking them together is important - we used the following -

Call **then** call - very close together - e.g.: long fast right then long easy left then flat over crest - this would describe corners that are basically bends in the same corner.

Call **into** call - a short straight between the corners, maybe 20 - 50 metre e.g.: flat right into medium left downhill.

Call **then straight** for xxx a straight after the corner, e.g. flat right then straight for 200.

When writing pace notes we did each stage two or three times, the first time through at low speed, stopping often, while I read my description of the corner to my co-driver. We put in 'landmarks', i.e. significant bits of the road book that we'd recognise from our notes, in the notes for the CO-driver's reference, in case he got lost he could find them quickly, as a page reference, so he'd have his shorthand for the calls, something like this:

LER then FOC long easy right then flat over crest.

MR into HPL (p16) medium right into hairpin left, road book

page 16. The driver doesn't need to know the page 16, it's there so the co-driver can find where he is if he gets lost.

The second run through we'd put the road book away, and drive it a bit quicker and tune the notes, at first I was making lots of changes, but as we got better at it, my initial notes were more realistic, so we had to make less changes. On the third run-through we'd go as fast as the event regulations would allow (honest) and do a final tune of the calls.

Overall, it worked really well, the important thing is to keep it as simple as possible, as a driver, you need to concentrate on driving, not trying to work out what the last call was. Keep it simple, and that applies to whatever scheme you use, be it numbers, words, sign language or smoke signals. Let your co-driver work out dusty his/her own shorthand, they're the ones who have to read it, not you, so they'll know best what they can

understand in a bumpy car hurtling down a gravel road at N! kilometres an hour, if you trust them to tell you 'flat over crest', you can trust them to do their own writing!

Probably the most important thing is **DELIVERY** of the calls. You'll have to work out when you want the calls for each corner between you and your co-driver. This is a very individual thing and it also varies (for us anyway) on the corners themselves. In general, the faster we are going the earlier I wanted the calls and the closer together the corners the more overlap I wanted, but it is too variable to try and document, you'll only work it out with experience.

It's lot of fun, though like sex, the more you do it the better you get, but the first few times are a heap of fun and the learning process is wonderful! **HAVE FUN. CARL.**

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Proposed Calendar, 1998

1st February	Motorkhana	Savanna Speedway
15th February	Khanacross	Savanna Speedway
2nd March	Khanacross	Savanna Speedway
28th March	Rally Sprint	Greenvale
12 April	Motorkhana	Savanna Speedway
25th & 26th April	Autocross	Savanna Speedway
24 th May	Khanacross	Savanna Speedway
9th & 10th June	Autocross	Savanna Speedway
11th & 12th July	Queensland Rally Championship	Ingham / Cardwell
2nd August	Motorkhana	Savanna Speedway
22nd August	Khanacross	Savanna Speedway
19th & 20th September	Rally	Ingham
10th October	Motorkhana	Savanna Speedway
24th October	Rally Sprint	Greenvale
7th November	Motorkhana	Savanna Speedway
8th November	Khanacross	Ironman Weekend



(c) Darryl & Susanne Peroni / AutoSHOT susi@chr.uwa.edu.au

Tommi Mäkinen, 1997 Perth WRC.

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Club Points, as at October, 1997

Name	Social	M/k	Rally	K/C	Total
K. Babarvoich	30	n/a	45	n/a	75
J Bromfield			5		5
R. Burke			19	5	24
M. Crase	15		5		20
S. Croft	40	20	14		74
S Crettenden	35	8	19	10	72
K. Donovan	5	12	44		61
T Donovan	5		44		49
L. Collie			14		14
T. Butler					13
K. Egan	30	10	30	5	75
J. Fischer	50	22	14	34	120
T. Karlson	45	5	14	19	73
M. Jenkins	55	29	19	36	139
A. Kelly	40	5			45
K. Lark			14	10	24
K. Long	60	5	28	5	98
P. Mason	30	14	5	12	61
B. Miller	10		14		24
B. McCarthy	40	12	14	20	86
J. McCombe	40	31	28	16	117
T. McCombe	5	5	28	5	43
B. McCuben			20		20
G. McKenzie	30	5	50		85
W. Maxwell	20		14		34
C. Maxwell	15				15
S. Newman		10	30	16	56
G. Nicol	60	19	39	5	123
D. Reinl	55	21	19	18	113
P. Riddick	30				30
G. Ross	60	56	29	34	179
S. Rosso	5	15			20
P. Russell	40	54		32	126
L. Stone	55	30	19		104
P. Swayer	5				5
G. Teleford	10		5		15
C. Urgate			15	10	25
G. Van Dinter	60	20	44	30	154
P. Vigor	25	20	5	5	55
Ron White	55	25	28	5	113
R. White	30	14	14	5	63