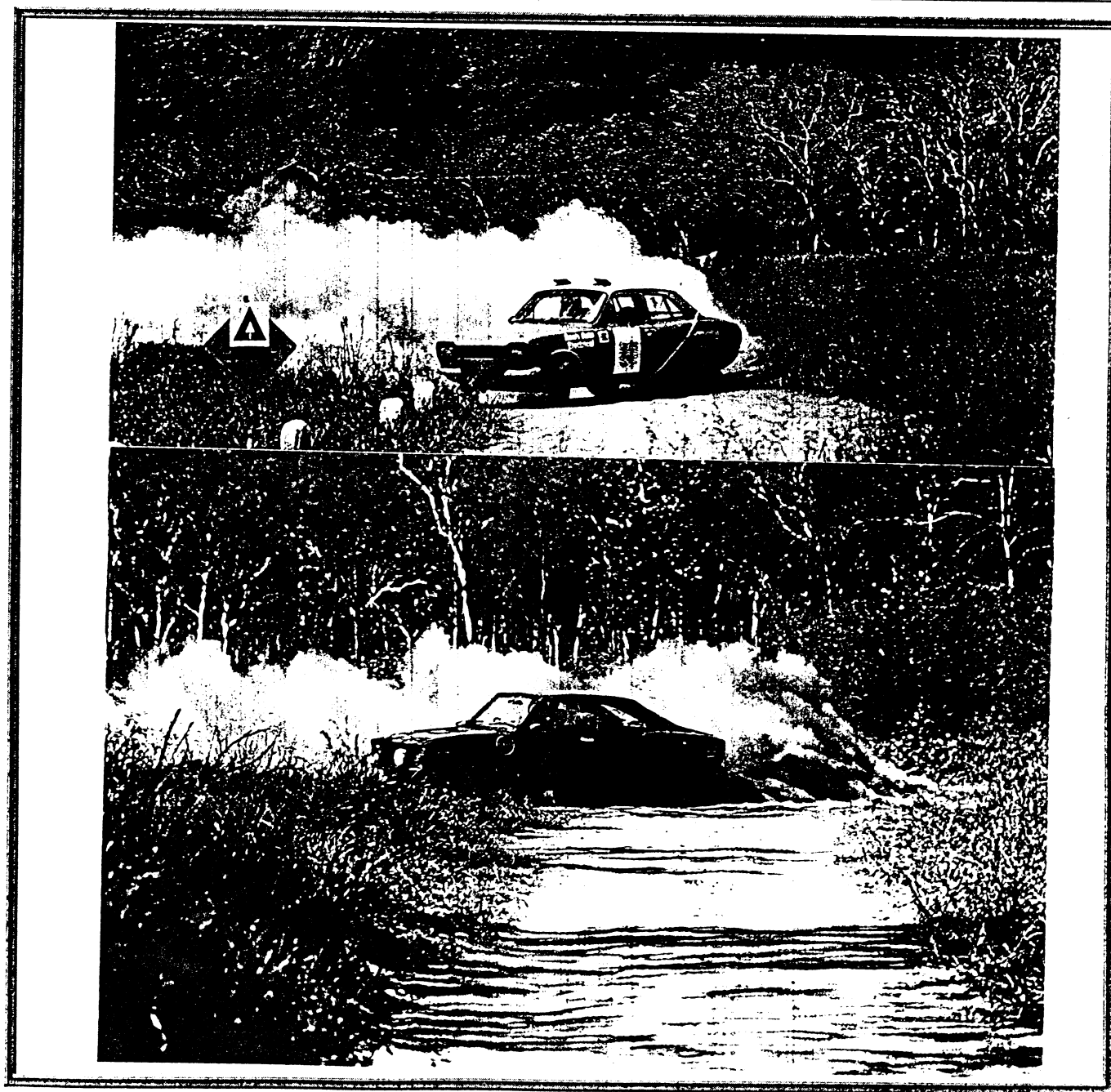


Wheelspin

February 1999

Official Newsletter of the **TWIN CITIES AUTOSPORTS CLUB Inc.**
PO Box 7697, Garbutt QLD 4814



Ken Donovan and Lindsay Stone at Nannas

Twin Cities Autosports Club Inc.

Wheelspin

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(07) 4725 2047 (h)

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Committee Members:

Grant Ross
Graham Telford
Joe McCarthy

MAGAZINE SUBMISSIONS:

Anyone wishing to submit Articles, Information, For sales, etc. for the next magazine please call me or send the article. Closing deadline for magazine is the Friday following meetings.

Ph; (07) 4771 7928, Fax (07) 4771 7705, E-mail;- ron.white.29994344@army.defence.gov.au

I am open to suggestions for articles in the magazine eg. Tech Tips, News and Views, etc. so don't be shy. A club magazine is the lifeblood of a club, it informs members, sponsors (I hope you give the people that support you a copy) and keeps the interest up. So if you have something to say, say it in the magazine so ALL members get to know about it.

SECRETARYS REPORT

MINUTES OF TCAC AGM 16/1/99

- 7.pm at Fitzpatrick Room, Thuringowa City Council.

PRESENT: Steve Cretto, Ken Long, Greg Van Dinter, Geoff Nicol, Grant Ross, Gary Hewson, Ron White, Bruce & Jo McCarthy,, Graham & Kate, Angie, Lindsay & Kaylene Stone.

Previous AGM minutes read & accepted.

All positions were declared vacant.

Nominations and acceptance for the positions were:

PRESIDENT:	Steve Cruttenden
V/PRES:	Greg Van Dinter
SECRETARY:	Lindsay Stone
TREASURER:	Ken Long
CLUB CAPTAIN:	Kate B
PUBLICITY:	Gary Hewson
PROPERTY:	Robyn White
SOCIAL:	Geoff Nicol
EDITOR:	Ron White
RALLY CO-ORD:	(left open)
COMMITTEE:	Grant Ross, Graham Telford, Jo McCarthy

1999 Fees: Club Membership \$30 single comptn.

\$35 family comptn \$10 social

Cams M'Ship fee \$10

Old Basic Licence \$34 (New Level 2

Lic.)

TREASURER: submitted balance as at Jan'99. ~ \$2700

GENERAL BUSINESS:

Lindsay to follow up Alan B. re: time clocks budget.

First Aid Kit & Fire Extinguishers - required at Events!
Motion moved and seconded that existing CO2 extinguisher be recharged and Grant Ross be empowered to procure/purchase additional extinguishers.

Example of current prices is: 2kg \$125/\$85
new/recond; 1kg \$ 55/\$45; 9 kg \$230/\$130.

Savannah Circuit - Greg V. D. to cancel our yearly use.
Graham to move cars & van to Nannas.

Nanna's - \$30/wk rental.

Motion moved that the Club take on the lease.
Gary offered to manage the arrangement.

Jan 23/24 - Giru Rally Sprint
Sun Feb 14 - KhanaX at Nannas - Greg V. D. to direct
Mar 13/14 - QRC 1 (Gympie) 6-7 entrants from NQ!!!!

CLUB CAPTAIN REPORT: Points scoring to be relooked at - into magazine regularly.

Promoting Reg. First Aid

Training (annually)

Kate/Geoff to follow up!

Moved that

Moved - min 5 pts. For any published mag. Article.

EDITOR REPORT: Wanting to improve Magazine presentation with glossy cover - costs to be looked at.

*****FEB MEETING - Thurs 18th Feb - Sth. Tvl. R.L. Club (City Bulls) - Victoria Gardens.*******

MEETING CLOSED: 9.20pm

EDITORS REPORT

Happy new year to all, and hope your christmas went well. As you are no doubt aware (by reading the list of new committee members) I retain the Editors job for another year. (Not that there was many different people to chose from at the AGM).

For the next meeting we will be trying a new venue, the South Townsville Football Club on the corner of Tully St and Morey St. (note the new night - Thursday). They are trying to get several clubs together to form a combined voice for Council funds.

As an added bonus to club members chasing Club Championship points, this year for submitting an article that is published in the magazine you can gain 5 points. (That doesn't include articles required to be supplied by event winners).

Letter to the Editor

SCOTTY'S RALLY SPORTS

Last year I was lucky enough to travel to the U.K. (the whole catastrophe, wife, children, parents-in-law!) and while I was there visited the Rodger Clark Rallysprint Circuit the scene of the accident of which I have enclosed some photos and a report from a Motoring News. You will notice in one of the photos of Peter Vassallo's Impreza rolling, the driver - LHD - is half hanging out the window. I may be wrong and I know the harnesses do stretch, but is it possible that he didn't tighten his shoulder straps enough. What do you think? I thought these photos may provoke some discussion amongst members and may ultimately encourage fellow competitors to ensure they are properly strapped in, it sure made me think! I saw the accident and it was particularly nasty with the car spinning very fast, balanced it seemed, on the boot, but he still seemed a fair way out of the car.

I am only new to the sport, and, whilst common sense dictates that shoulder straps should be tight, it seems to me that after a long transport (having loosened the straps slightly) it would be easy, especially if the driver has to attend to a problem with the car just prior to the start of a competitive stage, to drive off forgetting to re-tighten them. Anyway what do you think? Any comment or opinions (except from Boxhead) let me know.

Hugh Scott

CLUB CAPTAINS REPORT

CLUB POINTS SCORE FOR 1998

Overall Male Points

Greg Van-Dinter	202
Guy McKenzie	199
Terry Sullivan	182
Grant Ross	169
Graeme Telford	161
Bruce McCarthy	150
Phil Mason	148
Edwin Hetherington	123
Ken Donovan	117
Phil Russel	106
Lindsay Stone	106
Ken Long	100
Steven Cruttenden	92
Shane Shatchwell	86
Shannon Croft	83
Chris Harrison	75
Shane Ogilvie	72
Ron White	65
Brent Long	64
Gary Hewson	64
Malcolm Dee	62
Geoff Nicol	61
Colin Ugarte	53
Andrew Hogg	50
Hugh Scott	50
Ian Ogilvie	50
James McCombe	33
Glynn Jones	30
Brett Jones	30
Jamie Livingstone	30
Geoff Jenson	23
Steven Nind	10
Nico Snyman	5
Lee Williams	5

Overall Ladies Points

Robyn White	146
Kate Brehaut	109
Katrina Egan	80
Tracie Donovan	69
Kim Babarovich	60
Annita Beeston	39
Linda Watson	20
Treena McCombe	15

1998 Club Championship awards

Overall Male Club Champion

1 st	Greg Van-Dinter	202
2 nd	Guy McKenzie	199
3 rd	Terry Sullivan	182

Overall Female Club Champion

1 st	Robyn White	146
2 nd	Kate Brehaut	109
3 rd	Katrina Egan	80

Overall Motorkhana Champion

1 st	Grant Ross
Class B	Shannon Croft
Class C	Bruce McCarthy

Overall Khanacross Champion

1 st	Grant Ross
1600	Guy McKenzie
-2000	Graeme Telford
+2000	Ken Donovan

Rally Driver Outright Champion

1 st	Guy McKenzie
2 nd	Phill Mason

Rally Navigator Outright Champion

1 st	Chris Harrison
2 nd	Andrew Hogg

Junior Club Champion

Brent Long

POINTS SCORING SYSTEM FOR 1999

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

Club Championship points retain their value for every event.

All members must be financial before competing in any event and scoring points.

Rallies

Driver / Navigator	1 st	30 points
	2 nd	25 points
	3 rd	20 points
	4 th	15 points
	5 th	14 points
	6 th	13 points
	Down to 5 points for all competitors.	
Director	30 points – once only then 5 points for any further Rally	
Asst Director	25 points – ditto	
Course Setter/Checker	20 points – ditto	
Scrutineer	10 points – ditto	
Sweep & zero	10 points – ditto	
Control Official	10 points every Rally	
CAMS Official	10 points every Rally	

Autocross, Motorkhana, Khanacross

1 st	20 points
2 nd	18 points
3 rd	16 points
4 th	14 points
5 th	13 points
6 th	12 points
	Down to 5 points for all competitors
Director	20 points once only
Asst Director	18 points once only
Time Keeper	14 points once only
CAMS Official	14 points once only

Autocross, Khanacross classes are rated on engine capacity as per CAMS Manual.

Motorkhana classes are determined by wheel base as per CAMS Manual.

Meetings, Day Runs, Night Runs, Social Events, Working Bees, etc, 5 points for all attending.

Any member submitting magazine articles that are published will receive 5 points.

NB: Directors/winners of events must supply results/magazine article to Club Captain/Editor (respectively) within 7 days of the event, or lose all points for that event unless prior arrangements are made.

EXAMPLE: If a member directed five Motorkhanas for the year, they would receive 100 points in the Club Championship. However, that member would only receive 20 points (once only) in the Motorkhana Championship. But if they did not supply the Club Captain with results (as detailed) of any event, they would receive 0 points in both.

EDITOR'S SAY

Well, lets hope that '99 turns out to be a more 'event-full' year than last. With the bank balance in the black and a new venue for meetings and possibly gaining more club members or helpers from the venture, as well as securing the lease on Nannas, we should look forward to a good year.

This year again there will be a membership application form in the magazine (so there is no excuses) as well as a Club Event Entry form, so you can have it all completed when you turn up to an Event (yeh right!). They will be in every magazine so if you don't keep the magazine (hopefully it goes to someone else and not the bin), keep the entry forms and soon you will have one for every event you want to enter.

Don't forget to keep the feelers out for sponsors for the QRC. Call me if you need a proposal.

By the way, while in Perth for the API Rally Australia Kate and Graeme clipped an article from a West Australian paper about the costs and sponsorship involved in the running of the Rally – wow!

THE Scottish Forest Rally School (0467 267211) will be holding a pre-Speyside Stages test day.

REDLINE Motorsport and Safety Services has a rally rescue unit in Northampton and a Hampshire-based stage safety unit ambulance available for use. Both vehicles are licensed by the RACMSA; contact Terry Maguire (01604 711044) for details.

TWICE runner-up Paul Spooner (01291 690436) would like to hear from any Silver Star competitors needing a co-driver for the Woodpecker Stages.

radiator when it hit a tree and the car crashed into his Metane on the same corner which caught out Colin McRae.

GOLF SCORE: A fine drive against stiff opposition netted McRae a significant 72 win

Photo: McNair/LAT

The full Formula Two story - Page 38

Lyall rises above water margin to resume winning ways

REIGNING Mintex and Scottish champion Brian Lyall returned to winning form on last week-end's Mintex Rallysprint - despite contemplating retirement from the Silverstone event. The Aberdonian seriously considered not starting Sunday's leg after an accident involving his friend Peter Vassallo (see separate story) and a problem with the water intake on his Melors Elliot-prepared Ford Escort WR Car.

"After Peter's crash and the trouble we had yesterday I came close to not bothering with today," he said after securing victory.

"The car was taking in water at the splash, which was dropping

the engine onto three cylinders and then not clearing for about two seconds.

"The boys worked really hard to get it sorted for today. There's no way I could have won with the car as it was. I'm happy."

Ian Gwynne, driving his usual Subaru Legacy, was equally pleased with the runners-up spot.

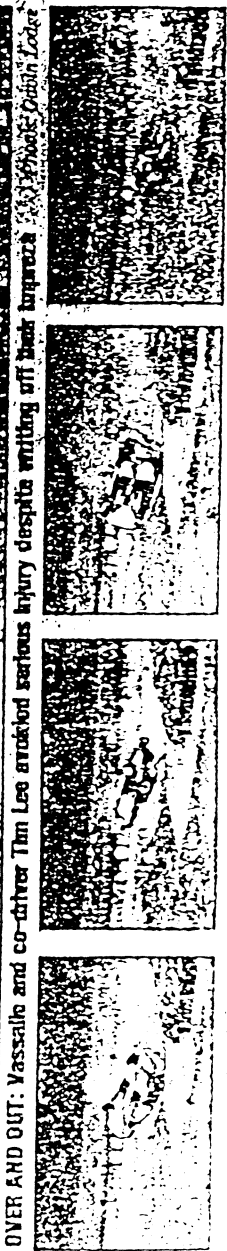
"In 1997 we finished third, this year we got second - maybe next year we'll win," he said. "But second is a great result for me and the car."

Earlier in the day Gwynne had raced head-to-head against his father Bill, who was piloting a borrowed Subaru Impreza WRC97.

"That was one of the high points of the meeting," said Gwynne, Jr, who emerged victorious from the family battle.

"I remember looking over my shoulder to see where he was and one stage, and I thought about slowing down for him. But he was right there - I had to put my foot down again!"

Subaru crew escape major sprint smash



SUBARU driver Peter Vassallo "I don't remember much has called upon Silverstone to about the accident, but it was a really violent impact" Rallysprint track after a major Vassallo blacked out at the accident during last weekend's first impact, but came round at Mintex 1,000 Guineas contest the car's final handling. He suffered a broken shoulder, three broken ribs and numerous dislocated tendons and was taken to Silverstone medical centre for examination.

The ex-works Impreza was launched into the air off the tyre wall and into a series of rolls after getting out of shape at the right-hand corner following the cross-over bridge.

"I think there are lessons to be learned for Silverstone here," said Vassallo. "These tyres just launch the cars into the air; they are fine to absorb impact, but they're not very good at deflecting it."

"Attacking that particular bend, you do run the risk of an accident and I paid the price."

Wheelspin

THE WEST AUSTRALIAN SATURDAY NOVEMBER 7 1998 65

BUSINESS

API banks on good mileage from rally's social spin-offs

By Neale Prior

WE should all know the Foster's behind the Foster's Melbourne Cup and the Ford behind tennis's Ford Australian Open.

But what about the name behind arguably WA's biggest annual sporting event, the API Rally Australia?

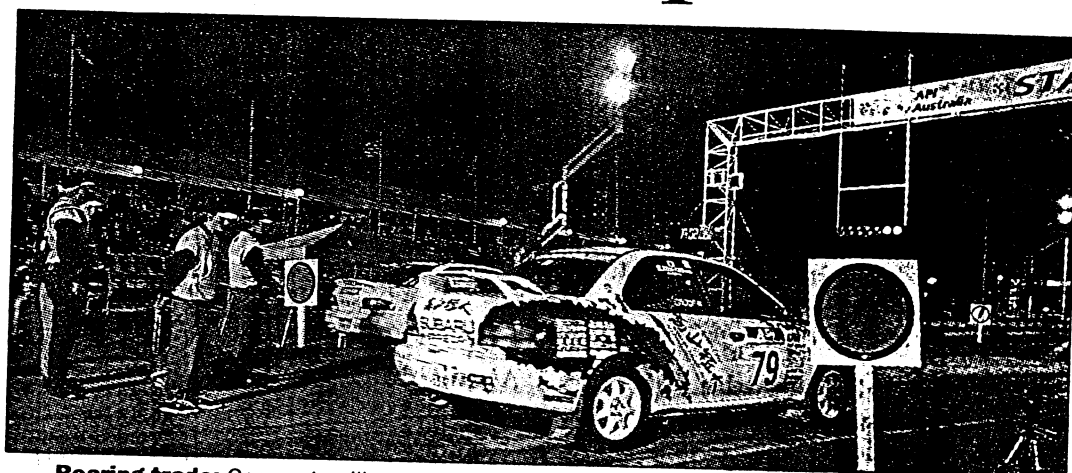
Even the most hardened petrolhead could be excused for not knowing that the company spending \$500,000 annually to be the prefix to Rally Australia is the Osborne Park-based optic fibre cable layer and telecommunications operation, Australian Power Industries Pty Ltd (API).

Yet API is not complaining about the value for money it is getting from its three-year deal; particularly when they believe the hospitality the company gave last year during Rally Australia helped seal a \$4 million deal.

API marketing manager Leonie Mawkes said the primary targets of the sponsorship were the decision makers in the mining, cable TV and telecommunications industries, with wider exposure a secondary consideration and then only as a means of reaching the same narrow target groups.

Mrs Mawkes said API had grown in five years from being a backyard company to being a \$16 million a year business under chief Garry Yost, but had a low profile. "API Rally Australia conveyed to the clients the size of the company," she said.

Langley Park began vibrat-



Roaring trade: Corporate villas make the most of social contacts made during the API Rally.



ing on Thursday night to the sounds of muffler-challenged cars and to the drinks and munchies flowing in the 38 corporate villas that oversee the field of international, interstate and local drivers.

The big sponsors such as Qantas, Sheraton Perth Hotel and Lotto are understood to be spending more than \$100,000 — in either services supplied, the provision of equipment or cash — to rank just below the naming sponsor, API.

Next are official suppliers such as Telstra, City of Perth and Masters Dairy chipping in between \$30,000 and \$100,000 to the event.

A corporate villa that holds between 22 to 26 people cost

\$8250 to book for the full three days — plus catering costs. Some companies are choosing to take the villas for just one night.

Rally Australia executive director Shane Walsh said the rally was expected to break even on a budget of \$6.5 million. Revenue included \$2 million in cash and contras from corporate sponsors and about \$2 million from entry fees, catering rights and ticket sales.

He said the State Government's EventsCorp chipped in about \$2.5 million, a contribution that was justified by studies showing the event generated about \$20 million to \$25 million of activity for the WA economy plus television exposure to 700 million worldwide.

"People see it on TV or might get a postcard and two years down the track they

might decide to come here," said Mr Walsh, who works for EventsCorp. An estimated 2500 overseas and 1500 interstate visitors come to Perth for the rally.

For API, Mrs Mawkes said the rally presented a good occasion to bring in local, interstate and international clients to see API's set-up in a relaxed mood and enjoy rally-related activities.

She said the sponsorship formed the centrepiece of the company's marketing strategy, including highlighting the sponsorship in direct marketing activities to clients and a newsletter.

API is being bought by listed electronics company ERG, whose chief Peter Fogarty says he plans to increase its revenue from \$16 million to \$100 million over the next 24 months.

FOR SALE

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Sales Consultant



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CLUB CALENDAR

14 th FEBRUARY	Khanacross at Nannas	Greg Van-Dinter
18 th FEBRUARY	Club meeting	South Townsville Football Club
13/14 th MARCH	QRC 1	Gympie

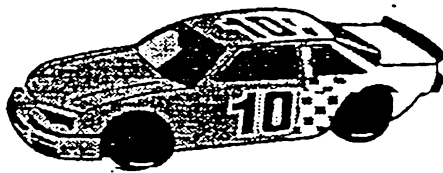
Calendar of events to be confirmed at next meeting.

Club Meetings are held third Thursday night (7.00 pm) of every month at the South Townsville Football Club corner of Tully St and Morey St. All welcome and why not bring along a friend or sponsor.

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TWIN CITIES AUTOSPORTS CLUB Inc.

MEMBERSHIP APPLICATION FORM

PRESIDENT:	Steve Cruttenden	Ph; (07) 4779 0200 (W) (07) 4725 2047 (H)
VICE PRESIDENT:	Greg Van Dinter	Ph; 0418 782827
SECRETARY:	Lindsay Stone	Ph; (07) 4727 6440 (W) (07) 4774 5530 (H)
TREASURER:	Ken Long	Ph; 0418 180 329 (W) (07) 4773 7404 (H)

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:.....
 Any qualifications held (eg. First Aid etc):

Signature of applicant:.....Date / /1999

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 / /1999

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 Secoder:.....Date / /1999

FEES (1999):-

Social membership	\$10.00 / single
	\$20.00 / family

Competitive	\$30.00 / single
	\$35.00 / family
plus CAMS fees applicable	\$10.00 CAMS membership, + \$34 (Level 2 Licence)

NB: 'CAMS Manual of Motorsport' available from CAMS for \$35 + \$5 postage

CAMS	Ph; (07) 3368 2911
PO Box 1859	Fax; (07) 3368 2378
Milton BC QLD 4064	

TWIN CITIES AUTOSPORTS CLUB Inc.

P.O. Box 7697 Garbutt 4814

EVENT ENTRY FORM

EVENT:..... PERMIT NUMBER:.....

ORGANISER: TWIN CITIES AUTOSPORTS CLUB Inc

DATE:.....

ENTRANT DETAILS (as applicable)

DRIVER (please include given name)		NAVIGATOR (please include given name)	
Name:.....		Name:.....	
Address:.....		Address:.....	
.....Postcode:.....	Postcode:.....	
Phone:.....	Licence No:.....	Phone:.....	Licence No:.....
Day:.....CAMS:.....		Day:.....CAMS:.....	
Night:.....Civil:.....		Night:.....Civil:.....	

DESCRIPTION OF CAR (as applicable)

<u>Make:</u>	<u>Model:</u>	<u>Capacity:</u>	<u>Class:</u>	<u>Colour:</u>
<u>Year:</u>	<u>Body Type:</u>	<u>Reg No.:</u>	<u>PRC:</u>	<u>Gp. N:</u>

ENTRANT'S UNDERSTANDING

I/We being the entrant/s of the vehicle described on this Entry Form wish to enter that vehicle for the above meeting.
 I/We certify that the particulars on this form are true and correct in every particular, to the best of my/our knowledge and belief.
 I/We declare that I/We have read the Supplementary Regulations issued for this meeting and agree to be bound by them and by the National Competition Rules of CAMS Limited.

I/We also acknowledge and agree as a condition of entry that neither CAMS Limited nor the Promoters, nor the sponsor organisations, nor the land owners or lessees, nor the organisers of the race meeting/event, nor their respective servants, officials, representatives or agents (all of whom shall collectively be called "the Organisers"), shall be under any liability for my death, or any bodily injury, loss or damage which may be sustained or incurred by me, as a result of participation in or being present at the event, except in regard to any rights I may have arising under the *Trade Practices Act 1974*.

I/We acknowledge that motor racing is dangerous and that accidents causing death, bodily injury, disability and property damage, can, and do happen. (See Rule 77).

SIGNATURE:

ENTRANT:.....PRINTED:.....DATE:.....

DRIVER:.....PRINTED:.....DATE:.....

NAVIGATOR:.....PRINTED:.....DATE:.....

CONSENT (for persons under the age of 18 years)

I,..... being the parent / guardian of the above named..... have read the whole of this document and consent to him / her participating. In doing so, I acknowledge that Motorsport is dangerous, and agree that neither CAMS Limited nor the "Organisers" shall be under any liability whatsoever for any death or bodily injury, loss or damage which may be sustained by..... or by me, howsoever such death or bodily injury, loss or damage is caused by negligence or otherwise.

Signed:.....Parent / Guardian * Date:.....

* Delete whichever does not apply