

# Wheelspin

May 1999

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



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**Committee Members:**

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Graham Telford  
Joe McCarthy

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**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 Tuesday following meetings.

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

## PRESIDENTS REPORT

Hi club members, just a note to thank Greg Van Dinter for a great Khanacross and thank all those that turned up and of course those lucky people who officiated, it was good to see, well done all.

QRC is coming up soon and we still need help (Stage crews).

The other week we were asked to officiate at the Go Karts and in return they will supply a team of helpers for the QRC. I was disappointed to see it was the same six or seven that seem to do all the activities, which the whole club should do. More help, it's your club, get involved.

Till next time

Cretto

## SECRETARYS REPORT

TCAC GENERAL CLUB MEETING - 15th April 99 at RL Club Sth Tvl

Present: Steve C, Grant Ross, L. Stone, Ken Long, Geoff Nicol, Ron & Robyn White, Michael Harding, Kate Bruehaut.

Visitors: Brad

Meeting opened 7.10pm. Previous minutes read & approved.

President's report:

Thanks to helpers at Gokart Event - The Gokart Club has offered a team at QRC.

- more assistance required on 24 April- 4-10pm; must wear TCAC shirt

- QRC officials invitation letter to be written by Ron White.

Sec Report:

Corres in:

Cams QSC News,  
Thuringowa City Council – meeting room,  
Cams Certif of Affiliation,  
NQ Games Promo pack,  
Rego for Club Car,  
Cams Track Licence.

Treas. report:

monthly report Bal \$3615.85 as at 1/4/99

Club Captain:

Articles sought for recent Khanacross,  
pie drive being looked at.

Gen Bus:

5 Cams Manuals arrived at \$35 each for purchase.  
Event paper work needs attending to.

Kate suggested a regular meeting with other

Clubs - TMSC, Tvl Offroaders, Holden Classic - will act ASAP

24/25 Apr - Rallysprint postponed due to wet grounds.

9 May - Khanacross by Grant Ross - Nannas property

29 May - Calcutta Night

Guest Speaker list - to be approached

- Extreme Motorsport (Andrew, Rodney), Ian McCubben Driving Centre,

- Sports medicine person?,

- 'Firepro' demo at event

Greg Van Dinter visited Russco re: sponsorship

Grant Ross acquired Kmart for scrutineering

QRC (Fri night)

Next QRC meeting 26th April

Meeting Closed 8.50pm

## EDITORS REPORT

How good were you with last months cover? The top photo was Boxhead (Grant Ross) showing how good his aim is with a fire extinguisher at a 1992 Motorkhana at the old Target shopping centre. And the bottom one is Stumpy (Ken Long) trying his hand at two wheels during the 1992 Ironman weekend Autocross at the current site of Lakes Stage Two.

This month shows Stumpy (in the Bucket) and Muddy (in ol' smokey) 'in the office' at the last Khanacross.

## EDITOR'S SAY

Well, with the new CAMS manual (eventually) comes some changes and amendments already. If you need to check your amendments to the Manual, give me a call.

With any sport now days things are becoming more and more strict, what with OH&S and 'Duty of Care' issues. That is why we need to start recognising that the days are gone of just throwing together a club event a few weeks before the day.

This is not a criticism of the sport, CAMS or anyone in particular, but just a comment to raise the level of understanding of the processes we now find ourselves having to follow.

Hopefully, with some of these training courses on offer from CAMS, the level of awareness will be raised as to the requirements now expected of us. If you feel you need some training or just want to refresh your skills, stay tuned for a course on offer.

## QUESTION;

Do you leave room on your footpath or easement so the postie can deliver your magazine easily ???.

Something to think about.

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## KHANACROSS RESULTS (Provisional) 11/4/99

Name	Car	Class	Run 1	Run 2	Sub	Run 3	Sub	Run 4	Sub	Run 5	Sub	Run 6	Total
Ken D	Escort MK1	2000+	70.03	66.51	136.54	81.34	217.88	76.00	293.88	64.07	357.95	114.88	472.83
Heckler	Familia	2000+	70.58	66.84	139.42	81.00	220.42	79.56	299.98	65.90	365.88	114.75	480.63
Shane	1200 Ute	-1600	70.20	67.81	138.01	79.18	217.19	77.71	294.90	66.25	361.15	119.72	480.87
Lindsay	RX2	2000+	68.78	68.62	137.40	77.56	214.96	86.91	301.87	67.38	369.25	112.63	481.88
Colin	Supra	2000+	70.97	74.72	145.69	80.54	226.23	78.17	304.40	71.20	375.60	113.78	489.38
Scott	Subaru WRX	4wd	73.12	66.18	139.30	78.34	217.64	84.03	301.67	67.94	369.61	122.25	491.86
Shannon	Pulsar	2000+	71.22	70.50	141.72	79.50	221.22	81.91	303.13	69.06	372.19	119.77	491.96
Muddy	Mazda 1300	-1600	69.54	74.41	143.95	84.15	228.10	81.23	309.33	68.40	377.73	115.85	493.58
Stump	180B	1600	74.85	71.72	146.57	82.12	228.69	79.24	307.93	71.34	379.27	120.03	499.30
Tonka	Escort MK2	2000	71.34	71.91	143.25	82.94	226.19	84.72	310.91	69.52	380.43	121.72	502.15
Box	Stanza	2000	72.19	75.18	147.37	81.66	229.03	80.40	309.43	70.78	380.21	135.67	515.88
Robyn	Escort MK2	1600	74.21	74.44	148.65	85.97	234.62	84.90	319.52	75.25	394.77	126.22	520.99
Tanja	Stanza	2000	79.41	76.59	156.00	98.94	254.94	68.45	323.39	76.62	400.01	128.53	528.54
Angela	Escort MK2	-1600	77.07	87.60	164.67	85.65	250.32	89.19	339.51	73.57	413.08	123.03	536.11
Brent	180B	1600	79.56	81.34	160.90	93.94	254.84	93.45	348.29	81.62	429.91	130.67	560.58
Katie	Escort MK2	1600	91.69	82.60	174.29	91.97	266.26	94.19	360.45	78.38	438.83	130.34	569.17
Michael	Stanza	1600	84.56	92.79	177.35	98.94	276.29	86.60	362.89	89.56	452.45	124.43	576.88
Matt	Datsun 1600	1600	78.44	69.41	147.85	82.72	230.57	wd		dnf		dnf	

## QUEENSLAND STATE COUNCIL NEWS

### OLD RALLY ADVISORY PANEL

Meeting dated 8<sup>th</sup> March (Excerpts of minutes)

99.046 Ref. RAP99.023 & 99.012 – “Qld Rally Championship Decals”  
Chris Waters presented a copy of the final decal. They are now being produced.

99.047 Ref. RAP99.025 & 98.199 – “Scrutineering Standards”  
Alan Staib presented a list of suitable sites which are considered appropriate to conduct proper scrutineering with suitable facilities.

99.048 Ref. RAP99.037 – “GP Cars Clubman Series”  
Barry Neuendorff reported that proprietors of GP Cars are happy to continue with the Series. Barry undertook to liaise with Ion Moir in regard to certain requirements.

### OLD SCRUTINEERING ADVISORY PANEL

Meeting dated 1<sup>st</sup> March (Excerpts of minutes)

99.019 Ref. ScAP99.013 – Officials Training Program.  
This panel wishes to submit to Qld State Council the finalised budget from Alan Staib for Officials/Scrutineers Training Program for Gladstone and Townsville for 1999 and recommends a Registration Fee of \$10.00 per person to attend.

## FROM THE MANUAL

This month we look at:

### SECTION 4 - NATIONAL COMPETITION RULES

#### Part X – Officials and their Duties (pg 4-26)

#### 172. Duties Of Director/Clerk Of The Course

In the case of a meeting comprising several competitions there may be a different Clerk of Course or Director for each competition. The Clerk of Course is responsible for the general conduct of the meeting in accordance with the Supplementary Regulations, Program and organising permit and in particular, he shall:

- (i) keep order in conjunction with such military and police authorities as have undertaken the policing of the meeting and who are specially responsible for public safety;
- (ii) ascertain whether all officials are at their posts, and report the absence of any of them to the Stewards of the meeting;
- (iii) ensure that all officials are provided with the information necessary for carrying out their duties;
- (iv) control competitors and their automobiles, and prevent any ineligible competitor, driver or automobile from taking part;
- (v) ensure that each automobile and (where appropriate) each competitor carries the proper identification marking in accordance with the program;

- (vi) ensure that the correct driver is in each automobile and marshal the automobiles as necessary;
- (vii) send the automobiles to the starting line in their right order and, if necessary start them;
- (viii) convey to the Stewards of the meeting any proposal to modify the program or any report that deals with the misbehavior of, or breach of NCR by, a competitor or driver;
- (ix) receive protests from entrants and immediately transmit them to the Stewards of the meeting;
- (x) collect the reports of the timekeepers, scrutineers, assistant scrutineers, replenishment observers, scorers and road observers together with such other official information as may be necessary for the determination of the results;
- (xi) collect the reports of the medical officer for transmission to the CAMS State Medical Assessor;
- (xii) prepare and submit to the relevant office within 14 days of the results becoming final a written statement of the information necessary to enable the Stewards of the meeting to complete their respective report (see NCR 170);
- (xiii) advise the National Office of CAMS of any injuries sustained by any person at the meeting whether formally reported to him or not;
- (xiv) impose penalties in accordance with the relevant Standing Regulations or Code and Supplementary Regulations etc (see NCR 67, 112).

## GOOF'S KHANACROSS

Well it finally happened. Goof's khanacross which was postponed twice due to the weather, eventually took place on the 28th March.

I don't know about anyone else but I was getting itchy feet and getting anxious to kick up my wheels.

There was 16 starters with a late entry coming in before track 3 started. The late SUBARU WRX caught up by doing the first 2 runs then took his place at the end of the field after Lindsay.

This was the Escorts first race with a locked diff and boy did it slide easy, but I didn't have any major off's which was fine by me.

Bangers and bread were on the menu for lunch and they were really yummy but Matt in a Datsun 1600, wasn't satisfied with a sandwich for lunch and went out and had a roll.

It was spectacular to watch but luckily the damage was only cosmetic, still it will take a few dollars to repair. Boxhead too wasn't happy with a sanger for lunch and went out and had 8 donuts, some people are never

satisfied. Maybe he just likes to make a spectacle (🌀) of himself.

Thanks to Goof, Angela, Cretto, Terry, Annitta and all who were there for whatever reason. Also thanks to Shane Satchwell for stopping to help when my car had problems on the trip home.

PLUCKA

## Family Tree

The lineage is now revealed. Many people are at a loss for a response when someone says "You don't know Jack Schitt," but now you can handle this situation with confidence!

Jack is the only son of O. Schitt and Awe Schitt. O. Schitt, the fertilizer magnate, married Awe Schitt, the owner of Knee-deep N. Schitt Inc.

In turn, Jack Schitt married Noe Schitt, and the deeply religious couple produced six children: Holie Schitt, Fulla Schitt, Giva Schitt, Bull Schitt and the twins, Deep Schitt and Dip Schitt.

Against her parents objections, Deep Schitt married Dumb Schitt, a high school drop-out. After being married 15 years, Jack and Noe Schitt divorced. Noe Schitt later married Mr. Scherlock, and because her kids were living with them, she wanted to keep her previous name. She was then known as Noe Schitt-Sherlock.

Dip Schitt married Loada Schitt and they produced a nervous son, Chicken Schitt.

Fulla Schitt and Giva Schitt were inseparable throughout childhood and subsequently married the Happens brothers in a dual ceremony. The wedding announcement in the newspapers announced the Schitt-Happens wedding. They created a bumper sticker and made millions. You've probably seen it...

The Schitt-Happens children were Dawg, Byrd and Hoarse. Bull Schitt, the prodigal son, left home to tour the world. He recently returned from Italy with his new bride Pisa Schitt.

So now when someone says, "You don't know Jack Schitt," you can correct them and inform them of your more than deep knowledge of the family tree.

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## GOOFS DAY OUT

Following one cancellation due to rain, our intrepid Vice President, Goof Van Dinter Esquire, proudly led us on the clubs first day out for 1999. A Khanacross at the Internationally acclaimed Nana's Motorsport Centre attracted 17 quality competitors (18 if you include Boxhead).

Everyone passed scrutineering, although Kate should get worried if Tonka ever gets interested in bondage, and following some quick words of advice from our Director the event was underway.

The first run saw Lindsay set a quick time, with Muddy fairly close behind. The rest of the field was way back, although Scott in the WRX would have done better if he hadn't kissed a post with the spoiler.

The second run in the reverse direction saw the WRX take fastest time with myself (Kenovan) about half a second behind. Once again the rest of the field was at least one second behind the two quickest times.

Runs three and four saw some changes made to the circuit. This led to a couple more WD's than normal although without doubt young Brent provided the most entertainment. After shunting an innocent tree, Brent followed this up by launching The Bucket up over a pile of dirt in a manner more suited to a NATO air strike than a khanacross.

Have no fear Brent, run five allowed Matthew to usurp your crown and claim the dreaded 'Event of the Day Award' when the Scum Runner fell over on a relatively harmless (or so we thought) corner. Fortunately Matthews biggest injuries were pride and mechanical. Hopefully we will see him back wiser and straighter in future events.

The sixth and final run saw the director buckle to competitor pressure by telling us which circuit we wanted to run. Democracy isn't dead but last rites are being delivered. Away we went and competition was fierce. Several players were in the running for outright placings, but when the smoke cleared I had won my first club event.

Second outright was the formally dressed Heckler. He should be extremely happy with that result. I took his car for a drive post event and firmly believe it to be a bigger handbrake than Ange (sorry Ange but thats what Greg keeps telling us). It just won't stay on the track.

Shane (in the ute) also put in an excellent drive to be up the pointy end of the field. It's good to see a less experienced player doing so well. Robyn won the Ladies quite comfortably, although her competitors were definitely improving in the closing stages. Finally I suppose one must say something about Stumpy. He treats The Bucket to a full set of new tyres, gets it screeching on the dirt (in fact he was screeching every time Brent took the wheel) and then brings it home first in class. The man is a Legend.

Oh well, enough dribble about the actual event. I suppose I should say something about how well the director did and how good the timers were and how good the other helper were etc. etc. etc. So I will say that because it's all true.

Goof, your 'scale' maps have set new standards for Khanacross. All up an excellent job and I would expect no less from you. Kate and Tonka, you two do more work together in the club than people give you credit for. Its about time we took some of the load off during clean ups instead of standing around waiting for results to be posted. To our fearless leader, Creddo, the only reason you don't do more work than Kate and Tonka is that there is only one of you. Ange got in there and pulled her weight (timing, setting up etc) while Ron White was conspicuous on the end of a camera (don't forget to see him if you want some good shots of your car) and Stumpy crossed swords with the computer to do the scoring. I'm sure there were others but these are the people I saw doing the most work.

Can't wait for the next one

Kenovan

Also supplied by Ken Donovan, the following article from Steve Newman in Perth;

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### 1999 Boddington Lions Safari Rally

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The first round of the Western Australian Rally Championships took place during Easter Sunday at Boddington. A field of 58 cars entered the rally, all with the ambition of winning their class. For Ray Bear (A Former employee of Kvaerner IT support) it was his first time rallying in his recently purchased Hyundai Lantra and my first time navigating the famous Bunnings jumps.

We were competing in the Formula 2 class in the first of three rounds of the WA section of the Australian Junior Challenge, an event for drivers who are under 25 years of age.

Formula 2: A two wheel drive car (front or rear) which is naturally aspirated (non turbo) and up to 2000 cc in size.

Our ambition at the start was to finish the difficult 400km event which included 10 stages totaling 192km of competitive sections. The aim became more apparent after the second stage claimed a number of leading competitors. Passing these \$50,000 plus, high performance 4WD Subaru's and Mitsubishi's was a reminder of how easily this sport can claim competitors.

Sunday morning saw us complete 5 stages, including a 'Super' Special Stage which allowed spectators to watch two cars compete side by side. In sections, the roads were quite fast with speeds of over 150km/h easily achieved.



- Steve and Ray hard at it in the 850m 'Super' Special Stage which includes a steep climb. Our best time for this stage was 1m 07s, the third fastest Formula 2 time for this stage.

With the only sign of damage being a cracked windscreen, due to extremely bumpy stages, Ray was becoming more comfortable and I was starting to relax and enjoy the ride.

Sunday afternoon saw a repeat of the 5 stages completed in the morning. It was on the 3rd stage of the afternoon when we struck trouble. A tight and rutted left into right saw the Lantra launch out of the ruts and slide into a large tree, severely

damaging the front left-hand door and shattering the window (had to be my door!).

After a quick exchange of words [Ray: "you Ok". Steve: "yeah", brushing glass off my lap] we continued on and completed the stage in a quicker time than we did in the morning session.



- The morning after. Taking a closer look at the damage from Stage 8.

On arrival at the service park it was decided to complete the final two stages as we were in a strong position in the Junior Challenge.

Junior Challenge: A three round event in each state for drivers who are 25 years or younger. The winner from each state competes in Tasmania for an outright victory and \$15,000 in prizes.

After the completion of the final two stages the results of the rally showed its level of difficulty. Our pleasing result of 24th overall, 14th F2 Car and 5th Junior Challenge Competitor gives us the incentive to carry on against teams with many years more experience than ourselves.

Many thanks go to KVAERNER™, Maximum Motorsport and our Service Crew.

Steve Newman  
Assistant KEDAT Administrator  
Ext 228

PS. If any one who has a spare front left-hand J2 (96-99) Lantra Door or would like to help us out at the next event on the 15<sup>th</sup> of May, please give me a call.



## GREGGYS KHANACROSS

By WHAT THE HECKler RACING

I thought I should put pen to paper and write an article, as Kenovan would be as busy as a one armed painter with crabs. (He's in enough trouble for taking someone else out for tea in Melbourne on his WEDDING anniversary). After 11 months spent sorting out the Mazda, I was like everybody else chewing at the bit waiting for an event to happen.

For Greg it was third time lucky, after having the Khanacross washed out twice. My plan of attack for the event was to learn how to make the Mazda go around corners without the turbo coming full on and making it go straight past the corner.

18 trusty souls entered the event with one of those WRX things putting the cat amongst the pigeons. But the courses set by Greg were designed to test our driving skills (I was in trouble straight away), not horsepower.

The first run of the day was great. I stayed away from those kamikaze poles (you know the ones that throw themselves at the car and you cop a 5 sec penalty) and I managed to use the handbrake and drive at the same time. See I can do two things at once. Actually the car was turning into the tight corners nicely. Muddy was quick on the pace with the mighty Smokey Mazda.

Run two was the reverse direction. This was a good run, 2 seconds faster than the first. I was happy with that, as I didn't care where I finished so long as I improved my times on each run. Brenty Long, a chip of the old Stump showed his 'No Fear' driving style bouncing the front bumper (of the Bucket) off a tree. Colin, having his first run in the Supra, stalled it at the end of the slalom but didn't lose much time. (The Supra looks great in its new colour scheme).

Run three – the course was changed with one of those Thuringowa Drive roundabouts put in the middle. Well, brain fade was the order for this one. I somehow managed to get the back end out on the sweeper when it occurred to me that there was a 90 degree turn coming up. Panic stations! Some serious lawn mowing was done and a good time achieved.

Flange and Daisy were having fun in an automatic Escort. Flange thought it didn't sound like a race car so she broke the exhaust system on it. Box thought he had broken an axle on the Stanza as he was losing drive around corners which was a concern as he had just sold it to Michael.

Run four was the reverse of three. Panic stations again. Coming up to the first hard left, I thought Greg was in the middle of the track. Slam on the breaks, look up and the little prick is standing on the other side of the corner. Still I was two seconds quicker than the last one. Robyn had the Escort radio valve bouncing as she thought this may help her go faster.

Matt in the old mellow yellow 1600 decided he didn't like the shape of the old scum runner and showed how slow you can roll a car. Scott in the WRX showed how easy it is to spin a 4wd.

Run five was similar to the first. No problem of the director being on the track. Unfortunately I asked Cretto

how the car was when it left the garage, "you drive like a girl Heckler. Get up it and see how it goes". "I know how it goes. It generally destroys the clutch but I'll try a new method just for you Cretto". Well that method worked, 5 seconds faster than the first run.

Brent was once again in trouble. After going the wrong way he slammed the poor old bucket into reverse. He was going backwards flatout until he hit a mound of dirt lifting all four wheels off the ground. Stumpy was heard "I'm going to kill him". Brent thought discretion is the better part of valor and legged it before his old man found him. Run six was 2 laps reverse. Well, I had a ball on this one. I saw Greg near the track and thought, well, he's going to have to run fast to get out the way this time. Shane who had been driving the 1200 Ute well all day made his one and only mistake when he drove through the back of the finish garage. Scott thought if he can do it so can I. When it came time for the results, everyone was in shock. I finished 2<sup>nd</sup> outright and 2<sup>nd</sup> in class. It must have been the tie I was wearing. the one Box and Goof gave me for Christmas.

Thanks to Greg for a good event, Flange and Daisy for helping to cook lunch, Cretto for time keeping, Spunk Bubble our Steward and Russel Tyrell and his son Michael who slashed the track and pit area for us on Saturday. I must thank Ken Haughton for all the work he has done to get the Mazda to run well. Ed and Box for their effort on the whole front end of the car. They rebuilt the front suspension so it doesn't handle like an old Fairlane and Pedders for the wheel alignment as the car steered into corners nicely.



## FOR SALE

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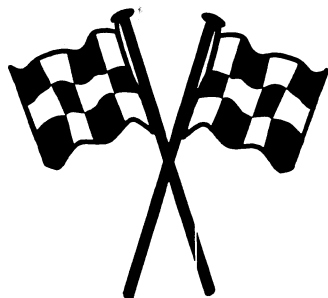
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# PHOTOS



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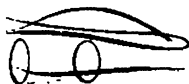
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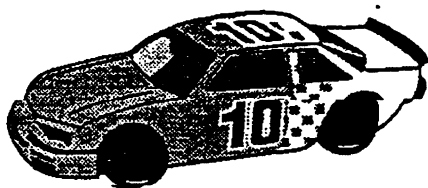
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EXPERT ADVICE**

**MOBILE 018 181 158**

**79 3320**

**9 VENESS COURT  
OFF DALRYMPLE RD GARBUTT  
(BEHIND MIKE CARNEY TOYOTA)**

## CLUB CALENDAR

Postponed	Rallysprint Rnd3	Crystal Creek	TBA	
9 <sup>th</sup> MAY	Khanacross	Nannas	Boxhead	4774 6900
15 <sup>th</sup> /16 <sup>th</sup> MAY	Autocross	Charters Towers	TBA	
29 <sup>th</sup> /30 <sup>th</sup> MAY	Rally	Rockhampton		
5 <sup>th</sup> /6 <sup>th</sup> JUNE	ARC	Brisbane		
19 <sup>th</sup> JUNE	Short Rally	Cardwell	Geoff Nicol	0417 614 663
11 <sup>th</sup> JULY	Motorkhana	Nannas	TBA	
24 <sup>th</sup> /25 <sup>th</sup> JULY	QRC2	Cardwell	Ed Hetherington	(07) 4774 6900

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

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The third round of the North Queensland Rallysprint Series was to be conducted by the Twin Cities Autosports Club on the weekend of the 24<sup>th</sup> / 25<sup>th</sup> April at Crystal Creek. But, owing to the amount of rain in that area, the event has been postponed to a date yet to be decided.

Another Khanacross will be held on the 9<sup>th</sup> May at 'Nannas' (Club Grounds) south of Townsville. The event will start at 10.00am so be there in plenty of time for scrutineering and drivers briefing etc. The last event, after being postponed twice, was eventually conducted and saw a fair turnout of competitors.

For those who haven't competed in a Khanacross, it's like a very big fast Motorkhana. The object of the competition is for each driver to complete all the courses in the program in turn in the prescribed manner, in the shortest possible time, without incurring penalties.

The Club Grounds (Nannas) can be found by travelling from Townsville to Woodstock and then turning south towards Guru, follow the road (approx 6 Km) until you get to the turn off at Majors Creek Road. Follow that road past the school and keep left at the Y junction and a further 200 meters and your there.

For more information contact Grant Ross (Boxhead) at NQ Autosport on 4774 6900.

<b>PRESIDENT:</b>	<b>Steve Cruttenden</b>	Ph; (07) 4779 0200 (W)	(07) 4725 2047 (H)
<b>VICE PRESIDENT:</b>	<b>Greg Van Dinter</b>	Ph; (07) 4775 2344 (W)	0418 782827
<b>SECRETARY:</b>	<b>Lindsay Stone</b>	Ph; (07) 4727 6440 (W)	(07) 4774 5530 (H)
<b>TREASURER:</b>	<b>Ken Long</b>	Ph; 0418 180 329 (W)	(07) 4773 7404 (H)

Name: .....

Address: .....

Telephone: (     ) ..... (Work)     (     ) ..... (Home)

Occupation: ..... Make of competitive car: .....

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

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