

Wheelspin

May 2000

Official Newsletter of the **TWIN CITIES AUTOSPORTS CLUB Inc.**

PO Box 7697, Garbutt QLD 4814



Twin Cities Autosports Club Inc.

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Committee Members:

Catherine Brehaut
Robyn White

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 Thursday 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.

TOP GEAR

AUTO PARTS

146 Charters Towers Road
TOWNSVILLE
QLD 4812

Phone: 07 4772 5288
Fax: 07 4721 1614



SPECIAL PRICES TO ALL CLUB MEMBERS

OPEN 7 DAYS

AGENTS FOR:-

Weber, Holley, Powerchip, Unifilter, Kings Springs
and all suspension components including shock absorbers.

PRESIDENTS REPORT**CLUB CAPTAINS REPORT**

In case people don't know, Gary Hewson has jumped ship from Worth Aust and is working in Charters Towers now for 'Professional Diesel & Hydraulics' and his new contact details are listed on page two "Committee Members and Office Bearers"

EDITORS REPORT

For those of you that don't have a CAMS Manual (why not?), I will continue the series of extracts from the 'Bible' that I started last year. In this way there shouldn't be as many questions that can be answered by *buying* a Manual. This month (somewhere hereabouts) we take another look at the Schedules A & B from *General Requirements of Automobiles* page 6-5 of the 2000 CAMS Manual.

SECRETARYS REPORT**TCAC Annual General Meeting – 20th March 2000****Present:**

Ken Long, Greg Van Dinter, Ron & Robyn White, Kate & Graham Telford, Gary Hewson, Tracey Poore, Lindsay & Kaylene Stone, Greg Wright, Peta Riddick, Daniel Weller, Bruce McCarthy.

Apologies: S. Cruttenden, G. Nicol.

Visitors: Michael Cadman

President's Report:

NONE - S. Cruttenden not present. L. Stone opened meeting at 7:15. And thanked those who attended.

Secretary's Report:

Minutes of last meeting read & seconded as correct by Ron White.

Treasurers Report:

The club has money in the bank as per statement by K. Long. Audit of books done by Coutts Reddington. Some cash receipts not kept otherwise good.

Moved as correct & seconded G. Van Dinter.

Club Captain's Report:

Gary reported that the sup regs for rally sprint series approved. Also go kart marshals required for sat. 26th March. Directors required for events and if none 2 months prior to event then the event will be cancelled.

Editors Report:

Bruce's article req. for club magazine.

Ironman cancelled for 99 due to events clashing and bad weather.

General Business:

Calender of upcoming events: Hill climb - 26th March
Motorkhana - 16th April.
Motorkhana - 7th May.

Round 1 of Northern Tropics Rallysprint series sup reg out. Event is Proscape Landscaping Rallysprint @ Ravenshoe. Townsville rallysprint to be at CH. Towers 10,11th June.

Trevor Mott to run Whitsunday Rallysprint possibly 29,30th April.

Discussion over the use of the Nanna's clubgrounds as it is so wet. Decided to keep paying rent on land and to allow a horse on the grounds. G. Hewson to speak to horse owner and discuss details.

L.Stone spoke about old red stanza for sale. Old club car used at a few events.

K.Long has new CAMS membership cards.

4TO have had the ad on radio for hillclimb and have naming rights to event.

Robyn White discussed how Ron has to bring all the equipment to events and the director of the event should be organising what they need, not Ron.

Ron discussed the finer points of the Rallysprint and the upcoming bitumen event at the cart track. Asked for people to turn up to the working bee at sat 8am for the hillclimb.

GVD to direct Motorkhana on may 7th.

Discussion about media day. Most likely a motorkhana at Carneys concrete pad.

Letters required to QRC sponsors for sponsorship money as no event this year.

W.Skinmings to be noted on club calendar as being from the Marque sports register.

K.Brehuat would like to run a film nite at reading cinemas.

Tracey Poore won a tin of stuff sponsored by Wurth's. So did K. Stone & P.Riddick.

Meeting closed 8.25pm.

TCAC Annual General Meeting – 17th April 2000**Present:**

Greg Van Dinter, Ron & Robyn White, Kate Brehaut, Graeme Telford, Tracey Poore, Lindsay Stone, Stuart O'Sullivan, Michael Rogers, Steve Cruttenden, Belinda Kenney, Daniel Penhallurick, Peta Riddick, Daniel Weller, Bruce McCarthy. Geoff Nicol, Michael Cadman,

Apologies: Ken Long.

Visitors: Stuart, Bev, Michael & Mike.

Presidents report:

NONE - S. Cruttenden asked for some new faces at go-karts on the 6th may. Thanks to Ron for the last Motorkhana.

Secretaries' report:

Minutes of last meeting read & seconded as correct by Ron White.

Treasurers' report:

No report. K. Long away.

Club captain:

No report. G. Hewson away.

Editors report:

Date for the CH. TWRS event moved back one week to 17th & 18th June.

Social bowling night 28th May. Kirwan Lanes bowling.

General business:

G. Nicol raised concerns about the use of Dray Park as a Rallysprint. The track would not be long enough if the event was run in its previous format. It was decided that it is a mater for the stewards, Cams & the course checker before anything should be done by the club.

L. Stone spoke about an individuals behaviour at the hillclimb. It was tabled that drunken behaviour will not be tolerated at club events in the future.

Junior club membership fee's discussed. K.Long to verify fee's when he returns.

Discussed the use of the go-karts facilities for our club. Both for storage of club equipment and possible use of new bitumen carpark once developed.

R. White to research media day date at concrete pad. Possible day with the police as a driver education day for school kids. People like Firepro may be included.

G. Hewson now works for Professional Diesel & Hydraulics based in CH.TWRS.

Questions asked regarding insurance. The club and its members are covered by public liability insurance through CAMS to the value of \$10m.

GVD MOTOKHANA to for the 7th of May. T. Poore to be a steward. Also G. Hewson when I ask. G. Nicol to organise permit for me.

L. Stone spoke about the cars going to the Targa from N.Q. that he has scrutineered.

Possible Khanacross on the 28th May at Nannas. S. Cruttenden to inquire about getting the land mowed.

D. Bradshaw who had his accident at the hillclimb is OK. But his RX7 is not. The car is getting a reshell.

K. Brehaut to look into making signs for advertising club events. Signs that can be placed beside major roads like the go-karts etc. do.

MEETING CLOSED 8.30pm.

Queensland State Council News

Meeting held 16th March 2000 (excerpts from minutes)

- 2922 Ref. RAP00.048 – 2000 Queensland Rally Handbook
Resolved that the 2000 Queensland Rally Handbook be approved.
- 2923 Ref. RAP00.051 – BSCC Date Changes.
Resolved that the following date changes be approved
Baileys Powerline Rally now 16th Sept 00
Redline Motorsport Rally Now 4th Nov 00.
- 2924 Ref. RAP00.053 – Stewards Report
Resolved the contents of RAP00.053 be forwarded to the Course Checker for comment.

Rally Advisory Panel

Meeting held 13th March 2000 (excerpts from minutes)

- 00.046 Ref. RAP99.171 – Rallsprint Supplementary Regulations
Draft to be prepared and bought forward.
- 00.047 Ref. RAP99.201 – Multi-Club Supplementary Regulations
Being prepared by Martin Chambers – to report further.
- 00.048 Ref. RAP99.214 – 2000 Queensland Rally Handbook
Copy tabled for discussion and minor alterations noted. Barry Neuendorff to arrange for changes

to be made and submitted to Queensland State Council.

- 00.053 Stewards Executive Update.
Martin Chambers spoke on stewards' Report on two events in late 1999.
– Graeme Rollinson Memorial Rally
– Giru Rally (WSCC). 11-12th December 1999
In respect of the Giru Rally, the Rally Advisory Panel requests QuMan to contact the Course Checker to ascertain the Course Checkers comments on the issue brought up in the Stewards' Report. Comments are requested by the next Rally Advisory Panel meeting. (Was Lyn Miller the Course Checker and Event Secretary? Duel roles are not desirable).

EDITORS SAY

Rain, rain and more rain, when will it end?

So far this year we have had a few cancelled and postponed events, like the eventual cancellation of the 1999 Ironman Weekend after a few attempts, the postponement of the first two rounds of the Rallysprint Series, the postponement of the first Khanacross event and even the Kalpower Rally in Rocky has tasted the curse of the wet weather.

Thankfully the weather was fine for the first ever Hillclimb to be held in North Queensland and the second and third Motorkhanas for the year. Hopefully we have seen the last of the rain for a good while so we can get a few events out of the way so as not to congest the rest of the year with events (what a dilemma).

The North of the Tropics Rallysprint Series is yet to get underway with the first round now to be the FNQ Motorsport Clubs Rallysprint at Ravenshoe on the 13th /14th May, not forgetting there is to be six rounds and there is only eight months left. Don't forget you can still register for the Series up until the first event to be in the running for trophies.

Another Series that *has* been able to get underway is the Top Gear Bitumen Sprint Series. The first event of the Series was an outstanding success and the next round will be a single car sprint at the Townsville Kart Track at the Bohle (now on the 28th May). Dates for the next Hillclimb and Sprint are yet to be confirmed.

It looks like we may have a Motorkhana Series this year with three events already held and more to come, thanks in no small way to Mike Carney Toyota for the use of the concrete pad, but only for a limited time.

Wow - a Rallysprint Series, a Bitumen Sprint Series, Motorkhana Series and new members every month, not to mention the money from the Kart Club each month, this year has the potential to be the best ever for our club. The decision to drop the QRC for more grass roots events is beginning to pay off.

Let's keep up the momentum.

FLAGGING EFFORT

Being a Flag Marshal at the Karts is a lot of fun and everyone should be involved, our club is rewarded for doing this job and we should all help.

The Editor sends out over 50 magazines locally and it is always an effort to get together eight people to be Flaggies once a month for one or two days. This is a poor effort, the same group of people are doing this job all the time. Maybe you have things to do, but don't we all?

The people who are always at the Karts being Flaggies would like to have break now and then, but it seems most members only care about competing and don't try to make our club any money.

At the Karts, we get our choice of food and drink from the canteen for our meal during the racing, as well as free entry. Our club benefits financially whenever we help out and in turn, the Kart Club will help us when we have an event where we need assistance, if they do not have a meeting of their own.

Instead of someone in our club doing the ring around to get eight people, why not show up at one of our meetings to nominate yourself to come along to the Karts. The dates of the Kart meetings are in the calendar of our magazine and these dates don't change.

If you cannot make it to our meetings for some reason, why not ring a committee member and nominate yourself. If you have not done Flagging before, one of us that have will be with you to help. Some nights you don't have to lift a flag, just sit back and watch the racing. However, other times you may be busy all night. It is by no means hard work, and the only effort you need to put in is to get there. How hard can that be?

PLUCKA

Roll cage registration?

New rules from 1 April

For a number of years, CAMS has been asked by some of its members for a list of people who are authorised to build roll cages. The short answer is that, there isn't one.

Up until 1996, CAMS did have a number of people who were licensed to do alloy cages, but there has never been any restriction on who could do a normal steel cage. This in turn raised a number of problems relating to quality control and responsibility for the structures fitted to our members' cars.

For a number of legal reasons, CAMS will not issue licences to people to build cages, so CAMS cannot control the manufacture from "this end".

After much thought, it has been decided instead to make the manufacturers of the cages take responsibility for their products. This will be done by registering each roll cage, and retaining this information with the vehicle's log book application form.

For all new log books issued from a 1 April, 2000 (and no, this is NOT an April Fool's joke), a Roll Cage Registration form will need to be submitted where the vehicle is fitted with a cage, other than a CAMS-homologated cage with an engineer's report.

This is a one-page document, in duplicate, which the manufacturer of the roll cage must complete. This gives their details such as address etc, and they must then sign the form acknowledging that the roll cage

was manufactured to comply with the CAMS regulations in force at the time of construction. This form is then submitted with the log book application. The CAMS office will then issue a registration sticker, with a unique serial number, which is to be attached to the cage at the foot of the main hoop. This number will also be written into the front of the log book.

This process thus ensures that the manufacturer of the cage will always be able to be identified should the need arise in future. People will not be able to hide behind the anonymity which presently exists.

Professional cage manufacturers have welcomed the move as they are quite happy to acknowledge their work, and have all the appropriate insurance indemnities in place. It should also not unduly concern those who are confident in their own ability and pay due respect to the CAMS regulations. It will however make an amateur constructor think twice if they have any doubts about their own prowess, or the materials they chose to use.

Help CAMS to help clubs ... and club members

Helping the various CAMS-affiliated motor sport clubs and their members, by providing important information, is one of the essential services performed by CAMS. Now, with the new millennium, it is an appropriate time to consider new approaches.

Consequently, CAMS is now sending monthly member updates to the secretaries at all clubs, either via printed newsletter, fax or email (depending on each club's preference). Later this year, this and other such information will be available to secretaries, via coded security, on the CAMS website.

In restructuring the CAMS competition licence system, competitor, club and event organiser needs were taken into account.

CAMS made various changes to ensure that paperwork for all parties could be streamlined. One way of doing this was removing the requirement for competitors to prove club membership, by counter-signing of applications by club secretaries.

While this is popular with competitors and secretaries, there appear to be cases where those who nominate clubs on competition licence forms are not fully paid up members at the time of application.

To overcome this, an addition to National Competition Rule 67 (xxxvi) was included on page 4-11 of the 2000 CAMS Manual. Within this extra rule is the requirement for competitors to present their CAMS-affiliated car club membership card with other listed documents at pre-event scrutiny.

To assist club secretaries further, CAMS will now provide each club with a monthly updated list of those applicants who have nominated that club on their 2000 competition licence application forms.

Secretaries are asked to advise CAMS if there are competitors on the list who are not financial members of their club. If it can be established that a licence holder is not a financial member of an affiliated club, CAMS will suspend the licence, advising the secretary accordingly.

The initial list will include those who had renewed competition licences between 1 December 1999 and 29 February 2000. Secretaries will shortly receive this list, together with the next issue of CEO Peter Hansen's newsletter, which subsequently will deal with current issues such as membership data files, GST updates, Bulletins etc.

CAMS wants to continue to service all members of all car clubs, not just competitors, and to ensure all members continue to receive the "CAMS Report" magazine.

To do this, we will need club secretaries' help to keep our records up to date by providing us with:

- corrections to the competitor list sent to each secretary;
- a list of all current members of all car clubs, and
- each club's fax number and/or email address.

CAMS does not intend to ask for monthly membership lists as, ultimately, the new membership system will allow clubs to access their own member lists from the CAMS membership data base by using their own exclusive password.

MOTORKHANA

Motorkhanas are competitions in which drivers attempt to manoeuvre around a twisty course in the quickest possible time. The course is usually set out on grass, or maybe a shopping centre carpark, and is defined by flags or witches hats. Cars run singly and are timed. After everyone has run that course, the markers are set out in a new pattern, and the whole field attempts the next test.

The object of the competition is for each driver to complete all the test of the program in the prescribed manner, in the shortest possible time, without incurring penalties. Motorkhanas are regarded as the introductory level of events in the spectrum of motorsport. They offer to clubs and competitors the opportunity to conduct and take part in some of the less formalised events conducted under the National Competition Rules, in which the essential skills of car control and judgement may be practiced under conditions which avoid many of the hazards of public roads.

What sort of cars?

Run what you bring. So long as it is safe, just about any car be run. Most competitors use their road car, their driving to work cars, and even the family shopping car. Specially build vehicles also compete and run in separate classes.

Who can run?

Everyone. For many car club members, Motorkhanas are their first real competition events, and they can continue in the sport up to the Australian Title event that is contested each year. Young drivers can run, and can have an older passenger in the car to coach them. The car control skills learnt in Motorkhanas are relevant to all competitions, as

well as to driving on public roads. They'll improve your skills, and might one day save your life.

What's it all cost?

Very little, because you can run any sort of car, the first great cost is avoided. The cars run one at a time, so several people can drive the same car in turn. The events are short, maybe ten runs of 200m for each driver in the day, so the running costs are kept right down.

So what's the attraction?

Fun, learning and competition. Everyone competes and can see how everyone else is doing. Your skills improve with every event, so there is satisfaction of knowing you've done better than last time. And the social aspect of congenial company in an outdoor setting cannot be beaten.

KHANACROSS

Khanacross events are regarded as one of the introductory levels in the spectrum of motorsport. They offer to clubs and competitors the opportunity to conduct and take part in events conducted under the National Competition Rules of CAMS, in which the essential skills of car control and judgement may be practiced under conditions which avoid the many hazards of public roads.

Competition Rules, in which the essential skills of car control and judgement may be practiced under conditions which avoid many of the hazards of public roads.

The object of the competition is for each driver to complete all the courses if the program in the prescribed manner, in the shortest possible time, without incurring penalties.

Khanacross is a competition conducted on unsealed surfaces and involving a series of timed tests of various layouts. Khanacross is not, and may not include, a speed event. No straight section of the course may exceed 150 metres in length without a turn of at least 90°. Each test shall be designed to test the acceleration, breaking and general manoeuvrability of the vehicle and the skill and judgement of the driver. The course for each event shall be marked by the appropriate use of arrows and/or direction markers. Only one car is allowed on each test at any one time. No passengers may be carried in any vehicle during competition.

CLUB CALENDAR

6 th MAY	Flag Marshalling	Townsville Kart Track – Bohle	3.00pm – 10.00pm
7 th MAY	Motorkhana	Beside Toyota, Duckworth St	Greg Van Dinter 4775 2344 (w)
13 th / 14 th MAY	Rallysprint Rd1 #	Ravenshoe	S. Hampson (07) 4055 3294 (h)
15 th MAY	Meeting *	Fitzpatrick Room – Thuringowa	Library building
20 th MAY	Bowling Night	Kirwan Lanes 7pm	G. Nicol 4773 4663 (h)
27 th MAY	Flag Marshalling	Townsville Kart Track – Bohle	3.00pm – 10.00pm
28 th MAY	Bitumen Sprint	Tvl Kart Track	W. Skimmings 4772 5288 (Marque Sports Car Register)
3 rd /4 th JUNE	QRC 2/ARC	Brisbane	
17 th /18 th JUNE	Rallysprint Rd2	Charters Towers	TBA
19 th JUNE	Meeting *	Fitzpatrick Room – Thuringowa	Library building
24 th JUNE	Flag Marshalling	Townsville Kart Track – Bohle	3.00pm – 10.00pm
25 th JUNE	Motorkhana	Beside Toyota, Duckworth St	R. White 4771 7928 (w)
15 th JULY	Flag Marshalling	Townsville Kart Track – Bohle	3.00pm – 10.00pm
15 th / 16 th JULY	Short Rally	Cardwell	TBA
17 th JULY	Meeting *	Fitzpatrick Room – Thuringowa	Library building
22 nd / 23 rd JULY	Flag Marshalling	Townsville Kart Track – Bohle	2 Day
12 th AUGUST	Flag Marshalling	Townsville Kart Track – Bohle	3.00pm – 10.00pm
21 st AUGUST	Meeting *	Fitzpatrick Room – Thuringowa	Library building
19 th – 26 th AUGUST	Australian Safari		
2 nd / 3 rd SEPTEMBER	Flag Marshalling	Townsville Kart Track – Bohle	2 Day
18 th SEPTEMBER	Meeting *	Fitzpatrick Room – Thuringowa	Library building

FNQ Motorsports Club events

* Club Meetings are held third Monday night (7.00 pm) of every month at Thuringowa Library building in the Fitzpatrick Room. All welcome, and why not bring along a friend or sponsor.

General Requirements of Automobiles

Schedule A

ALL AUTOMOBILES SHALL, OF NECESSITY, IN ALL COMPETITIONS:

1. comply with the definition of an automobile; and
2. be fitted with some form of protection between engine and driver's compartment suitable and sufficient for preventing the passage of flame; and
3. be so constructed that the driver is protected from the entry of foreign matter into the driving compartment from the road or road wheels; and
4. be equipped with a transmission system so arranged that:
the propeller shaft and universal or Cardan joints, if passing through or beneath the passenger compartment, shall be under the floorboards, or fitted in tubes or casings. Such floorboards, tubes or casings shall not be of a temporary nature, but shall be joined together and firmly fixed to the coachwork or chassis. Any chains used in the transmission of power or driving any axillary component shall be effectively guarded; and
5. be arranged so that all fuel tanks are vented externally to the bodywork; and
6. if not registered for use on public roads, have any steering column locking device removed; and
7. If required to be fitted with roll-over protection, be equipped with such protection only in accordance with the provisions of Schedule J; and
8. unless specifically otherwise approved, use only commercial fuel, as defined (Schedule G); and
9. where required, be fitted with windows (including windcreens) which, if of other than glass, are clear, transparent and free of colouring; glass windows must not be coloured or tinted after production; and
10. be fitted with safety harness or seat belts as prescribed in Schedule I;
and

Schedule B

ALL AUTOMOBILES SHALL, OF NECESSITY, IN ALL SPEED EVENTS:

1. be fitted with at least two independent fastening systems, of adequate strength and limited extensibility, which simultaneously hold the bonnets or panels closed.
Bodily unmodified production cars manufactured after 1 January, 1973, and other cars as explicitly approved by CAMS and which are fitted with forward hinged bonnets may utilise the original, unmodified manufacture's component for closing the bonnet, without the use of a secondary restraint mechanism; and
2. (if fitted with crankcase breather/s discharging to atmosphere) have fitted to such breather/s an oil-trap container (which must be empty at the start of the competition) of at least two litres (for cars of under 2000cc) or three litres (for cars of over 2000cc) except in Autocross, Rallycross and other events on unsealed surfaces, save however, that Supplementary Regulations may require fitment for any particular event; and
3. (other than Single- and Multi-car Speed Events) be fitted with a roll bar or roll cage and safety harness complying with such specifications as are determined by CAMS from time to time (see Schedules J and I);
(NOTE: structurally unmodified fixed roof closed cars may compete in events other than National Race Meetings without roll-over protection)
and
4. be fitted with a fire extinguisher or fire extinguishing system in working order and of a type and capacity as specified in Schedule H as is appropriate; and
5. be so constructed that, in the event of any breakage, the tailshaft, its components or mountings shall be effectively prevented from hitting the ground; and
6. be fitted with wheels which meet the specifications determined by CAMS from time to time (See Schedule E); and
7. be so constructed that any aerodynamic

- device fitted is in accordance with specifications determined by CAMS from time to time (see Schedule F); and.
8. comply with any Supplementary Regulations for a specific event which requires the fitment of locking or wiring devices adequate for the prevention of any loosening of any oil drain plug; and
 9. be fitted with a scatter shield if required under the provisions of Schedule M; and
 10. on each throttle, whether butterfly, slide or other type, be fitted with a return spring which in the event of the throttle linkage becoming detached will in all cases return each throttle to the closed position; and
 11. with the exception of vehicles manufactured prior to 31 December, 1973, and fitted with the manufacturers original specification braking system, be fitted with a double circuit braking system so arranged that the pedal normally operates on the four road wheels and, in the event of leakage at any point in the braking system, the pedal shall still control two wheels on the same axle. Provided that in "straight-line" Sprint Events, and in events exclusively for historic or vintage cars, braking systems operating on two wheels of the same axle shall be acceptable; and
 12. be fitted with an operable reverse gear; and
 13. be fitted with an exhaust system the outlet pipe/s of which shall be directed either rearwards or sideways. If rearwards, their orifices shall be between 100mm and 450mm above the ground and they shall not protrude by more than 150mm beyond the rearmost portion of the car. If they are directed sideways, their orifices must be located aft of a vertical plane passing through the midpoint of the wheelbase. They may neither project in any way beyond the maximum width of coachwork nor terminate at a point more than 50mm within the projected plan of the coachwork. Adequate protection shall be provided to prevent heated exhaust pipes from causing burns (not 1st Category cars).
 14. have, on the external coachwork, a blue triangle of sides 150mm, which indicates the position of the battery or the isolation switch; and
 15. be fitted with a flame- or liquid-proof bulkhead, which may be of transparent material, which effectively separates the compartment occupied by the crew from any component of the fuel tank or fuelling system; and
 16. for races and multi-start speed events, all external forward facing glass components, save for the windscreen shall be covered by a transparent adhesive film, which shall effectively inhibit broken glass from being spread on the track.
- In all cases, light emitted from the headlamps must be clearly distinguishable from that of taillights to avoid confusion in adverse conditions.
- Notwithstanding the above requirements automobiles registered for road use shall not, when competing in Single- and/or Multi-car speed events (not racing), be required to comply with the provisions of sub-sections 2, 3, 5, 8, 9 and 11 of this Schedule.

*Don't be put off by the location -
For a great deal on rally tyres - give Trevor a call.*



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Trevor McHardie
Proprietor

Specialising in Suspension & Mechanical
NOOSA SUNCOAST TYRE & BRAKE CENTRE
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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: Lindsay Stone Ph; (07) 4727 6440 (W) (07) 4774 5530 (H)
 SECRETARY: Greg Van Dinter Ph; (07) 4775 2344 (W) (07) 4725 7674 (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 / /2000

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 / /2000

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 Secunder: Date / /2000

FEES (2000):-

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

Competitive	\$40.00 / single
	\$50.00 / family
plus CAMS Licence	\$52 (Level 2 Licence)

NB: 'CAMS Manual of Motorsport' available from CAMS for \$41 + \$6 postage

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Ron's Motorkhana 16/4/00

Car	Entrant	Make	Class	Test 1	Test 2	Test 3	Test 4	Test 5	Test 6	Test 7	Test 8	Test 9	Test 10	Test 11	Test 12	Total	Place	Class
7	B. McCarthy	Maz 626	C	24.57	21.56	27.68*	26.13	35.06	23.69	29.27	35.87	42.91	24.72	24.39	19.88	340.73	1	1C
5	P. Russell	Mazda	B	24.22	23.69	27.14	27.74**	34.80	23.72	29.43	40.60	43.57	25.78	24.37	21.47	356.53	2	1B
10	J. McCombe	Sunny	B	26.37	23.52	WD	30.28	36.97	24.43	31.05	39.60	44.18	26.81	26.12	23.35	364.82	3	2B
11	I. Ogilvie	Sunny	B	29.41	23.59	WD	27.41	36.79	30.37	30.97	37.92	46.28	27.66	24.69	20.31	367.54	4	3B
9	K. Donovan	Escort	C	25.72	23.28**	28.19	27.37	34.97	24.23	29.66	WD	44.19	25.84**	25.58	21.33	391.29	5	2C
12	S. Croft	Pulsar	C	25.72	22.84	WD	27.50	40.22	25.56	34.19	41.12	52.03	30.80	29.22	20.19	396.48	6	3C
8	G. Telford	Escort	C	30.34	23.82	30.68	32.03	39.06	36.84	34.47	39.06	49.90	30.75	27.80	22.40*	402.15	7	4C
2	G. Ross	Dat 1600	C	WD	22.40	30.91	27.42**	37.24*	23.97	WD	52.50	44.56	28.15	24.46	21.66	408.93	8	5C
4	D. Weller	Escort	C	25.87	25.92	42.09	30.18	WD	25.41	33.84	37.97	WD	31.59	26.69	22.75*	416.25	9	6C
3	G. Greenwood	Dat 1600	C	WD	26.19	WD	WD	WD	25.07	32.69	38.09	42.47	26.34	25.63*	WD	424.50	10	7C
1	T. Donovan	Escort	C	WD	23.59	29.15	26.66	46.91	WD	34.94	WD	46.54*	32.68	31.03	21.68*	444.68	11	8C
13	C. Ugarte	Dat 1600	C	28.16	33.77	WD	32.87	38.18*	25.75	28.78*	55.93	WD	WD	WD	21.65	452.92	12	9C
6	M. Cadman	Escort	C	33.73	29.07	WD	33.63	WD	WD	36.93	WD	WD	31.26	29.66	WD	479.74	13	10C

NB. Times in **Bold** are slowest reasonable time in class without penalty used for W.D. (slowest time in class plus five seconds).

Rons Motorkhana 16/4/00

Well it's smee **again!** Bruce the B#\$%t&*d, Bruizer, Buzzer or whatever. Yes I've arsed another one and I really have got more arse than Jessie the Elephant. At the end of the last event, Box and I were having a laugh at some oil dropped at the start control. I thought it must have come from the "Bucket" after Brent's big rev, but when I got home I found that it was from my car. So I was keen to fix it – (A) right away, (B) in a week or two, or (C) the day before the next event. Well the Saturday, the day before the event, I rushed around like a decapitated chook and to make it easier I had Suzzy the 7-month-old, due to Mum doing a First Aid course. Well after a last minute rush around on Sunday morning and getting the baby sitters ready (thanks Ange and Greg) I was off.

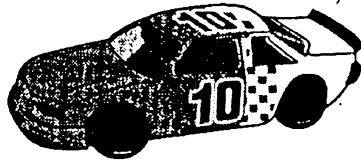
Once again it was a great event. Thanks Ron, the Timers and helpers it was a good turnout. I was glad to see a few more old regulars and new competitors. We even had some onlookers and some interest in the club, good to see. Hopefully someone else will have to write a story next time.

Coputalor
Bruce

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