

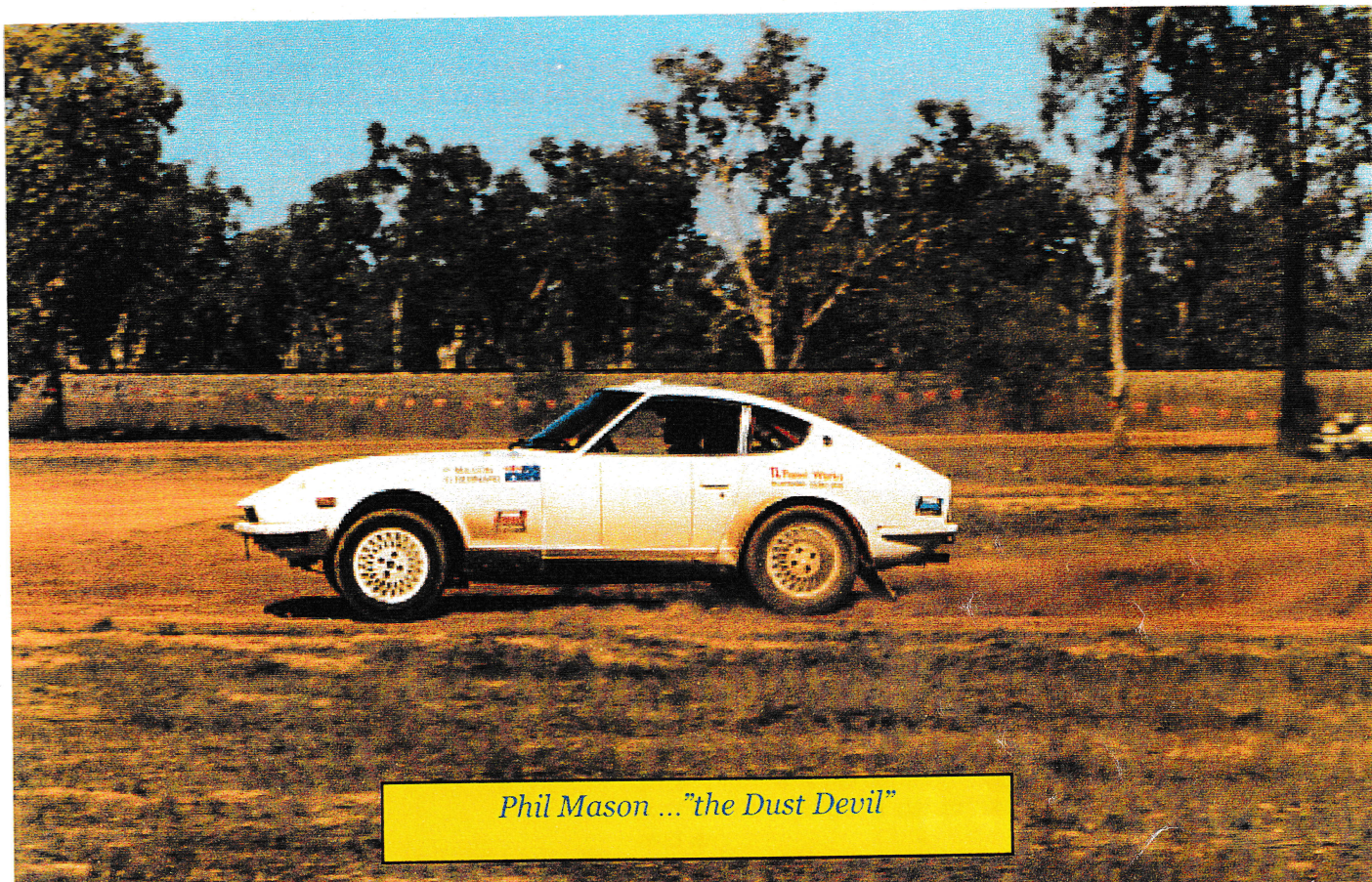
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Volume 1, Issue 3

August / September 2002

Wheelspin Magazine

Twin Cities Autosports Club Newsletter



Phil Mason ... "the Dust Devil"



Photos by Ron White

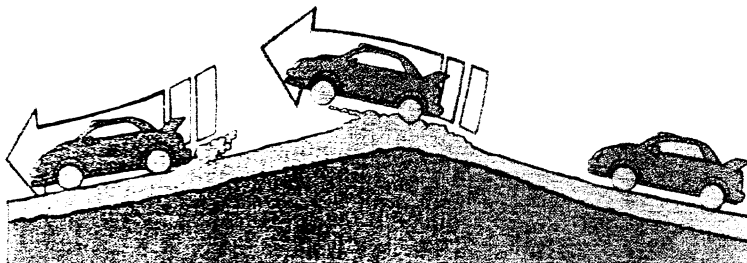
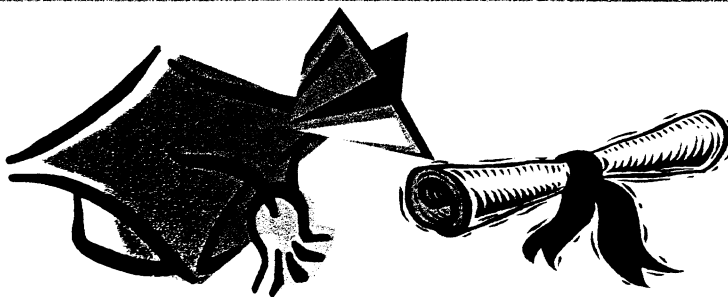
"We do not stop racing because we grow old; we grow old because we stop racing."

Driving School

Left foot Braking

This is going to feel uncomfortable for the average righty...at least until you've practiced it a fair bit. You need to develop the same sensitivity in your left foot that you probably already have in your right foot and the only way to train your brain to cope with this is through repetition and heaps of it.

Its advantage in rallying is only fractions of a second during each swap between throttle and brake but over a stage those fractions add up and can mean the difference between victory and next best.



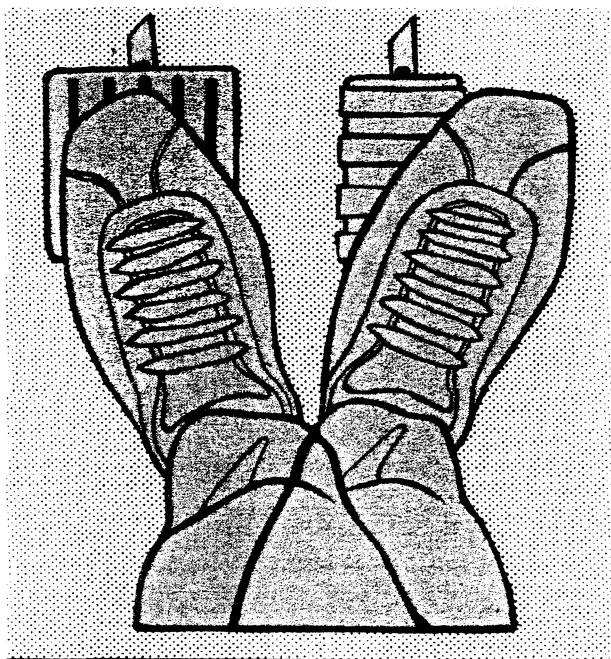
Jumping The Yumps

Jumps are certainly one of the most enjoyable elements of rally driving but unless a little technique is involved they can easily turn your beloved race car into scrap and bring your event to an early end. You don't necessarily need great speed to get over them as you want to be on the power again as soon as possible ...while air time looks and feels great it isn't always the fastest way.

Make sure you hit the yump straight. Also try to remember that too much speed on the up slope may push your car too high resulting in a nose first landing. (damaging your suspension or radiator, digging the belly plate in slowing you dramatically or heaven forbid causing a roll over.)

As you land, have the throttle open or you could cause the car to spin due to a compression lock-up. Ideally you want a short flight & a flat landing as the next corner could be near and it's hard to get a car to turn in while the wheels are in mid air.

Having said all that ...yes they are fun so enjoy and happy landings.



Editor's Blurp:

The Search For Nirvana (the place not the band)

Considerable time and effort is being devoted to the search for a permanent home for our club. A place where we can hold events and conduct driver training ,build facilities and generally let it all hang out...mmm bad visual image.... Without being chased away because of noise pollution or the changing whim of the landlord..

It is a dauntingly big task , but one that if it can be brought to fruition, will greatly improve our motorsporting way of life.

It requires that we find a block of land (50 acres or larger) , purchase or lease it and then fund or develop an income that will sustain it.

Anyone who has any possible contacts knowledge or ideas is asked to contribute.

Speaking of contributions.....my thanks go to Ron White, Tracey Poore, and Phil Mason for their articles photos or help

Peter V



2002 BITUMEN SPRINT SERIES

Round 4

Mt. Stuart Hillclimb 11/8/02

PIPER AGAIN TAKES OUT HILLCLIMB CROWN

The Twin Cities Autosports Club held its third Hillclimb for the year at Mt. Stuart on Sunday with Cairns driver John Piper again being crowned 'King of the Mountain' taking out fastest time of the day.

The QUICK FIT TYRES Mt. Stuart Hillclimb, which uses a short section of the Mt. Stuart access road, was Round 4 of the 6 Round QUICK FIT TYRES Bitumen Sprint Series held in Townsville throughout the year. The Series is comprised of 3 Hillclimbs at Mt. Stuart and 3 Sprints at the Townsville Kart Track.

A field of 21 competitors, some from as far away as Cairns faced the starter on Sunday to challenge the tight and tricky 1.2 Km bitumen road course up Mt. Stuart. A variety of cars in all classes contested the course from cheap unregistered 'Club Cars' to the latest state of the art 4WD production road cars.

Sunday's event was a change to the last two events with hardly any interruptions to the proceedings, which pleased the organizers with the day's competition running without mishap over the five heats.

In Class 1 (up to 1500cc) Shane Satchwell was unable to have his potent Datsun 1200 Ute repaired to his satisfaction from the roll over in Round 2, so managed to borrowed a completely standard 1200 Ute to compete in the round to keep his points in the Series alive. Shane managed to hold onto 3rd in Class from rival Pat Driscoll in his Suzuki Swift Gti in 2nd. Fresh from his 3rd outright in the round of the Queensland Rally Championship held in Townsville recently, was Class winner Ian Ogilvie in his Datsun 1200 Coupe Rally Car.

Class 2 (1501 - 2000cc) saw Geoff Pickering hold on to first place by just 0.27 of a second from Glen Watson in their shared Honda Integra Type R from Peter Vigor in a Toyota Sprinter.

Phil Mason in his Datsun 240Z rally car was able to again take out Class 3 (2001-3000cc) from Glen Brochurst in a Holden Commodore. With a mighty effort from many helpers, local competitor Paul Khan was able to have his Holden FJ Ute repaired just in time to compete in this round after virtually writing it off in the last round. Paul had an "off" and the car was that badly damaged that it was a line ball decision weather to fix it or scrap it and start a new project.

Following a casual conversation with the Director of MTAQ-NQ Shane Lovette who is also a member of the NQ Skill Share Advisory Committee, it turned out that the local TAFE apprentices were looking for a project to complete their training. So the car was trailered over to the TAFE workshops where TAFE Instructor Alan McMullen and two groups of third year apprentices set about working on the car. With some very hard to find measurements for aligning the FJ chassis supplied by Shane, the car was pulled back into shape by a mixture of old and new technology. To compliment the old fashion stringline was the new technology Autorobot Chassis Aligning Tool that was used by the TAFE boys at the NQ Spray Painting Skillshare Centre.

After the boys at the TAFE had finished with the Ute, Paul then had the task of reassembling all the components to be ready for the next round of the Series. Many parts had to be either replaced or repaired and so the help flowed in from all quarters. Ken Millard of Millard's Auto Wreckers supplied a lot of parts as well as John Becker who supplied a stabilizer bar and repaired the headers. Another radiator from Peter Grants Radiators and exhaust repairs from Andrew Rebgetz at Fast Fit Exhaust saw the FJ Ute almost ready to race again. A final wheel alignment and adjustments from Quick Fit Tyres on the Saturday morning and Paul was able to make it to scrutineering in time to compete and score some very important points to maintain his Series position. "If it hadn't been for all the support and assistance from everyone involved as well as members of the Twin Cities Autosports Club and Marque Sports Car Register NQ, I wouldn't have made it to the event" Paul said and thanked all those involved as he accepted third in class.

Class 4 (over 3000cc) saw the reverse of last round with Neville Bannah in his Holden 6 cylinder powered Toyota Celica take out first place ahead of Ray Gibson in an immaculate Datsun 1600 turbo followed by Brad Davis in a Mitsubishi Starion Turbo in third place.

Again the closest competition of the day was in Class 5 (4WD) with first place in this Class swapping each round between Geoff Pickering in a Mitsubishi Evo 5 and John Piper from Cairns in his Subaru WRX STI. This round saw Piper just managing to hold out Pickering by just 0.13 of a second for first in Class as well as taking the honors of fastest time of the day. Just behind this battle was Glen Watson in the Mitsubishi EVO 5 he shares with Pickering a mere 0.76 of a second in third.

(Continued on page 3)

Class 6 (V8's) saw local driver Glynn Morice in his very quick Holden Commodore again manage to hold on to first place from another local, Donn Grierson in his Holden Torana. Following just 0.66 of a second behind in third was Clint Kelly in his Holden Torana drag car.

With the Series now past the half way point and only two rounds to go, the scores are beginning to show who the contenders are for Series Class trophies with only a few points in it for several classes. With the next two rounds being sprints at the Townsville Kart Track at the Bohle, competition should be intense for those that are looking for Class trophies.

The series continues with Round 5 being a sprint at the Bohle Kart Track scheduled for Saturday 7th of September. Vehicle scrutineering will be conducted Saturday morning at BMW Workshops with racing starting around 2.00pm at the track and going into the night under lights.

For more information on the Series or details on how to enter, contact Ron White on 4771 7928 (w) or 0407 130 611.

Ron White

Series Co-ordinator

(07) 4771 7928 (W)

0407 130 611 (M)

Results for QUICK FIT Tyre Service Sprint Series Round 4

Page: 1

Date: 12/08/02

Car	Driver	Make	Class	Best Time	Class Posn	Outright
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UP TO 1500CC

10	Ogilvie, I	Datsun 1200	1	53.66	1*	4
8	Driscoll, P	Suzuki Swift GTI	1	58.77	2	10
99	Satchwell, S	Datsun 1200 Ute	1	66.29	3	21

1501CC - 2000CC

43	Pickering, G	Honda Integra	2	55.80	1*	6
430	Watson, G	Integra Type R	2	56.07	2	7
6	Vigor, P	Toyota Sprinter	2	61.51	3	16

2001CC - 3000CC

82	Mason, P	Datsun 240Z	3	54.32	1*	5
11	Brockhurst, G	Holden Commodore	3	59.64	2	12
14	Khan, P	FJ Ute	3	64.64	3	19

OVER 3000CC

2	Bannah, N	Holden Calica	4	58.66	1*	9
20	Gibson, R	Datsun Turbo 1600	4	60.30	2	14
33	Davis, B	Starion Turbo	4	62.56	3	17

4WD

7	Piper, J	Subaru WRX STI	5	52.06	1*	1#
16	Pickering, G	Mitsubishi EVO5	5	52.13	2	2
160	Watson, G	Mitsubishi EVO5	5	52.89	3	3

V8

32	Morice, G	Holden Commodore	6	58.06	1*	8
9	Grierson, D	Holden Torana	6	59.15	2	11
15	Kelly, C	Holden Torana	6	59.81	3	13
84	Gerard, G	Holden Torana	6	61.08	4	15
29	Atkinson, R	Holden Torana	6	62.72	5	18
22	Russell, G	HSV Clubsport R8	6	65.58	6	20

My Woodstock Experience

With all the hype surrounding this big event I did not know what to expect. Rumour had it that all the big names were going to be there. The crowds would be enormous and the sound and spectacle a sight to hear and behold. Apparently a special catering team had also been organised with feasts planned the likes we had never seen before at this particular venue. The organising committee I had been told had arranged with the owners of the venue complete access to all 25 acres of property to fit the expected deluge of onlookers, would be party goers and those just trying to escape reality for a while. Although not expressly said it was also implied illicit substances or contraband might also be freely available. This was definitely shaping up to be my style of event. The organisers had thought of every thing!!

The evening before the event I check in with the organising committee and all hell had broken loose. The caterers had pulled the pin at the last minute. The chief chef had had a blow up with the suppliers of his pet budgies seed and the mix or combination of nutritional seed for his prized bird was just all wrong!! He was now way too upset to possibly go out and cater at Woodstock. Big names who had promised to share their talents with the crowds were dropping like flies. All manner of excuses lies and creative illnesses were being bandied about...what was the problem? Were they just scared of performing in front of large crowds? Never the less the organisers were still determined that the event would continue and the name Woodstock would be talked about for many years to come.

I arrived late on Saturday and the festivities had well and truly started. I quickly donned my apparel I was to perform in for the weekend and joined the meagre but loyal crowd. Another two big names who had been scheduled to perform all weekend pulled out late that afternoon. Only a few entertainers left but we were still determined to have fun.

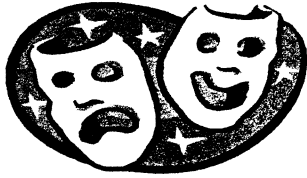
Late into the afternoon things really hit top gear and everyone was just letting loose. The sound and spectacle was better than expected. The entertainers soon joined the crowd and the late night revellers were determined to go all night. The contraband at that stage was easily identifiable by the "XXXX" label and it seemed everyone wanted to try some irrespective of the lingering danger.

Although a little sore bruised and battered all got up early the next morning to begin the entertainment for the even more meagre but still loyal crowds. The back up caterers easily fed and kept all contented with gastronomic delights that everyone commented on.....Well done!

Woodstock has now placed its stamp down in history and the next scheduled outing will now not scare or deter any. So bring your party hat and we'll see you there!!!

Phil Mason





Poore's Puddles By Tracey Poore

Mars and Venus

I never have quite figured out why the sexual urges of men & women differ so much. And I never have figured out the whole Mars & Venus thing. And, I never have figured out why men think with their head and women with their heart. And, I never yet have figured out how the sexual desire gene gets thrown into a state of turmoil, when it hears the words "I do". One evening last week, my wife and I were getting into bed. Well, the passion starts to heat up, and she eventually says, "I don't feel like it, I just want you to hold me." I said, "WHAT??" So she says the words that I and every husband on the planet dreads. She explains that I'm obviously not in tune with her emotional needs as a "Woman". I'm thinking, "What was her first clue?" I finally realise that nothing is going to happen that night, so I go to bed. The very next day the we went shopping at a big unnamed department store... I walked around while she tried on three very expensive outfits. She couldn't decide which one to take. so I told her to take all three of them. She then tells me that she wants matching shoes worth \$200 each to which I say OK. And then we go to the Jewellery Dept. where she gets a set of diamond earrings. Let me tell you ...she was so excited. She must have thought that I was one wave short of a shipwreck, but I don't think she cared. I think she was testing me when she asked for a tennis bracelet because she doesn't even play tennis. I think I threw her for a loop when I told her that it was OK. She was almost sexually excited from all of this and you should have seen her face when she said, "I'm ready to go, let's go to the cash register." I could hardly contain myself when I blurted out, "No, honey. I don't feel like buying all this stuff now." You should have seen her face ... it went completely blank. I then said, "Really honey! I just want you to HOLD this stuff for a while." And just when she had this look like she was going to kill me. I added, "You obviously are not in tune with my financial needs as a Man." I figure that I should be having sex again sometime during 2005.

EVER WONDER...

...why the sun lightens our hair, but darkens our skin?
 ...why women can't put on mascara with their mouth closed?
 ...why you don't ever see the headline "Psychic Wins Lottery"?
 ...why "abbreviated" is such a long word?
 ...why doctors call what they do "practice"?
 ...why you have to click on "Start" to stop Windows 98?
 ...why lemon juice is made with artificial flavour, while dishwashing liquid is made with real lemons?
 ...why the man who invests all your money is called a broker?
 ...why there isn't mouse-flavoured cat food?
 ...who tastes dog food when it has a "new & improved" flavour?
 ...why Noah didn't swat those two mosquitoes?
 ...why they sterilise the needle for lethal injections?
 ...why they don't make the whole plane out of the material used for the indestructible black box?
 ...why sheep don't shrink when it rains?
 ...why they are called apartments when they are all stuck together?
 ...why they call the airport "the terminal" if flying is so safe?

The Garage Sale



- ♦ **Toyota Sprinter** 1983 White, sunroof, fair condition inside and out, 4AC engine factory alloys \$2000
- ♦ **Toyota Sprinter** 1985 Red Trueno front (very rare) air con. , stereo, factory alloys, good interior, runs well (original 4AC engine) rwc This vehicle is in good condition Complete spare engine included \$ 4000.00 o.n.o.
- ♦ **Toyota 4AGE** 1.6 EFI twin cam engine, factory computer and loom. Fresh engine , 4aze bottom end \$1000

phone Pete on 47237 646

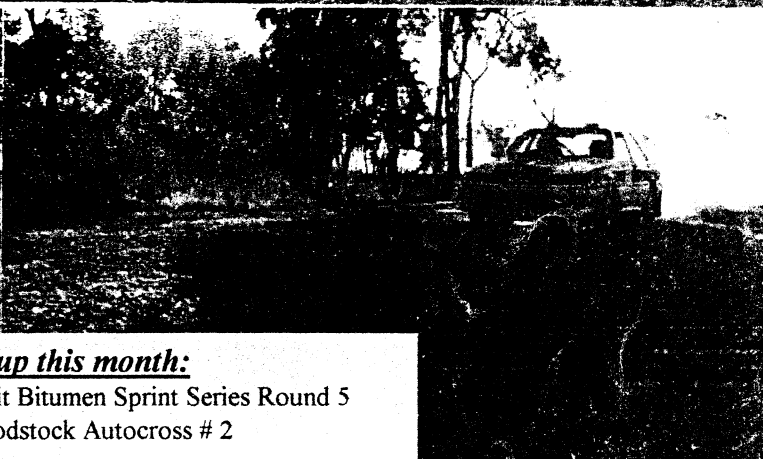
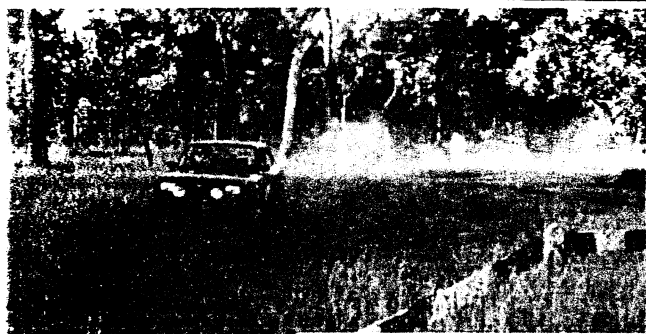
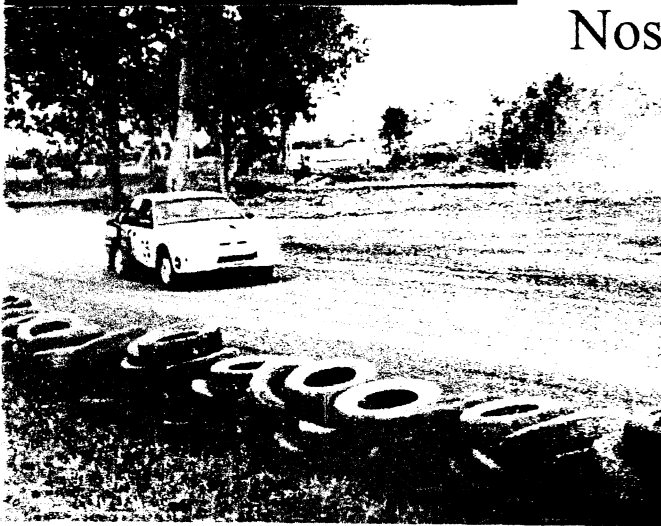
CAMS Officials Training Calendar

Below is the list of upcoming officials training sessions. For further information, please contact your state office.

11 August 2002	Communications (Circuit)	Adelaide
11 August 2002	Flags	Adelaide
11 August 2002	General Competition Area	Adelaide
21 August 2002	Generic Module (Grade 3)	Sydney
24 August 2002	Generic Module (Grade 3)	Grafton
24 August 2002	Scrutineers	Grafton
24 August 2002	Stewards	Grafton
24 August 2002	Stewards	Western Australia
29 August 2002	Generic Module (Grade 3)	Adelaide
31 August 2002	Generic Module (Grade 3)	Western Australia
August 2002	Generic Module (Grade 3)	Tasmania
1 September 2002	Fire and Rescue	Brisbane
7 September 2002	Generic Module (Grade 3)	Rockhampton
8 September 2002	Fire and Rescue	Rockhampton
14 September 2002	Generic Module (Grade 3)	Western Australia
14 September 2002	Flags	Western Australia
15 September 2002	Scrutineer	Western Australia
18 September 2002	Generic Module (Grade 3)	Sydney
21 and 22 September 2002	Generic Module (Grade 2)	Adelaide
September 2002	Generic Module (Grade 2)	Tasmania
2 October 2002	Generic Module (Grade 3)	Victoria
3 October 2002	Generic Module (Grade 3)	Adelaide
19 October 2002	Generic Module (Grade 3)	Mackay (Qld)
23 October 2002	Generic Module (Grade 3)	Sydney
30 November and 1 December 2002	Generic Module (Grade 2)	Western Australia
6 November 2002	General Competition Area	Victoria
20 November 2002	Generic Module (Grade 3)	Sydney



Nostalgia



Coming up this month:

- Saturday 7th Sept Quick Fit Bitumen Sprint Series Round 5
- Sat/Sun 14/15th Sept. Woodstock Autocross # 2
- Mon. 16th club meeting
- 21 Sept. QRC 4 Baileys Powerline Rally

