

Volume 1, Issue 2

June/July 2002

# *Wheelspin Magazine*

*Twin Cities Autosports Club Newsletter*



## ***A Blast From The Past***

**Peter Vigor's 'harlequin heap' Lee's Farm 1995... Photo By Ron White**

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

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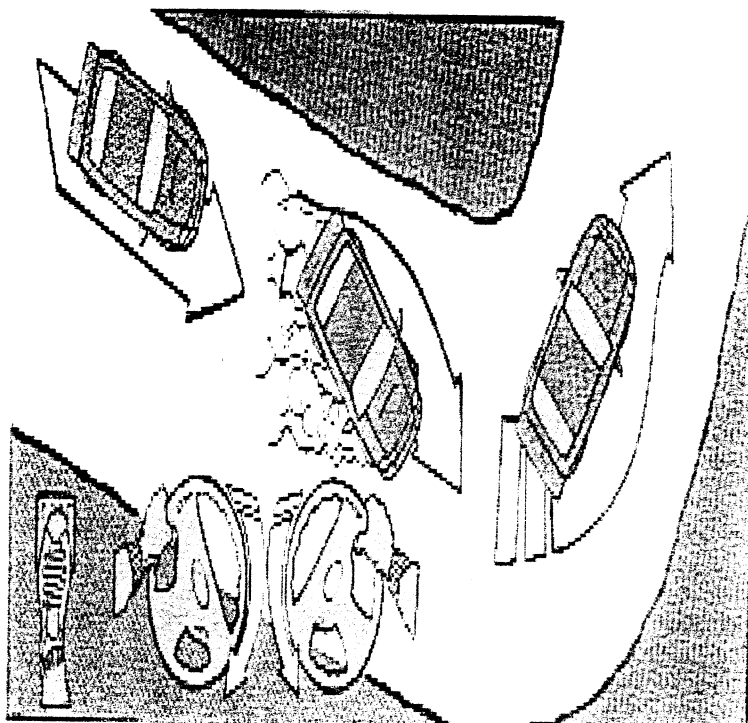
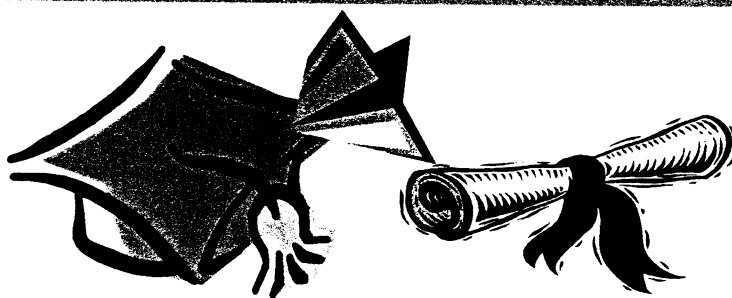
## Driving School

### **The Scandinavian Flick**

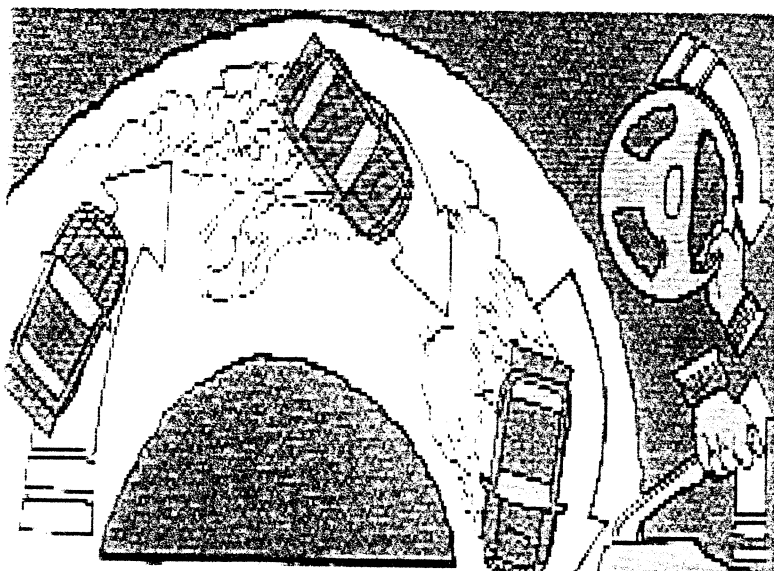
The technique made famous by the great Scandinavian drivers of the 1970's and 80's and the only way to get a 4wd or fwd rally car around a bend at speed.

It involves braking hard as you come into a corner and turning the steering wheel **away** from the apex of the approaching bend. This allows the car to slide along for a short distance with the nose pointing away from the corner and then as you arrive at the bend flicking the wheel back towards the corner, coming off the brakes at the same time. The car behaves like and swings around to line up with the apex then you apply full power as soon as the car's nose is lined up with the exit.

NB Easy with practice, but be a little cautious if trying it in a rwd for the first time as you may very well end up with a large slice of oversteer due to the vehicle's inertia causing a pendulum effect.



### **Handbrake turns and Hairpins**



Use the gears and heavy braking to wash off speed ( not too much just a sane amount ) then at the last minute turn into the bend as you very briefly pull on on the handbrake. This should bring the back around and as soon as you're lined up with the exit then re-apply the power.

NB Make certain you have a deactivated the locking mechanism on your handbrake handle before trying this or the brake will lock on ruining the manoeuvre

**Queensland State Council News** Meeting held 20<sup>th</sup> June 2002 (excerpts from minutes)

3705 Ref.SSP02.004 – Insurance requirements for Queensland events.  
Resolved that the text of Senior Stewards Panel Minute 02.004 be referred to CEO.

3717 Fuel Pass Book  
Resolved that QuMan ascertain when the Fuel Pass Book will come into effect and how cost of \$40.00 had been determined.

**Queensland Rally Advisory Panel**

Meeting held 11<sup>th</sup> June 2002 (excerpts from minutes)

- 02.088 Ref. RAP02.029 & RAP02.069 – Promotion of Rallies  
To be carried forward.
- 02.089 Ref. RAP02.030 & RAP02.070 – “Come and Try Events”  
To be carried forward.
- 02.090 Ref. RAP02.044 & RAP02.071 – Clerks of Course School, Central Queensland  
To be carried forward.
- 02.091 Ref. RAP02.045 & RAP02.072 – Competitors’ Medical and Allergy Forms/First Aid Certificates.  
To be carried forward.
- 02.099 Issued 20 x “+/OK” boards to Townsville for their QRC event (Ron White)
- 02.100 Rally Panel to formulate a questionnaire for State Competitors, in preparation for 2003 competition:
1. Do you compete in QRC or Clubman events
  2. If the QRC was not part of the ARC, would you still compete in the ARC?
  3. Would you still compete in the QRC if it wasn’t part of the ARC?
  4. Do you prefer events to be longer, shorter or the same length as being run at present?
  5. Would you travel to northern New South Wales to compete in a QRC event i.e.. Coff’s Harbour?
  6. How many rounds would you prefer the QRC to consist of?
  7. Do you think ELF fuel should be permitted for use in the QRC and Clubman events?

**Queensland Senior Stewards Panel** Meeting held 21<sup>st</sup> May 2002 (excerpts from minutes)

02.004 Ref. SSP01.005 – Insurance requirements for Queensland events.  
Panel was advised that QuMan had no further information regarding simplification of the insurance requirements between road registered vehicles and non registered vehicles at motor sport events.

ARCHIVING CLUB RECORDSCAMS affiliated clubs often enquire as to how long they should retain their club records; given that the Australian Tax Office (ATO), Australian Securities Investment Commission (ASIC) and Incorporated Associations Legislation usually require that records be retained for seven (7) years then seven years would be a “safe option” for the retention of records. Ron White

**TWIN CITIES AUTOSPORTS CLUB Inc.**

Presents

**2002 BITUMEN SPRINT SERIES**

- Round 4

- Mt. STUART HILLCLIMB

SUNDAY 11 th August 2002

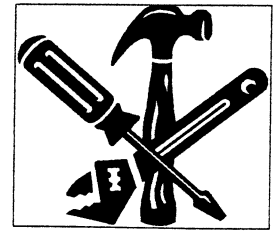
All interested competitors or sponsors

contact Ron White

ph 4771 7928 (w)

0407130 611(mobile)

## The Garage Sale



**FOR SALE :** 1995 Toyota Camry in really good nick.  
The owner is going overseas 71000km on the clock \$12000  
contact Belinda Kenny for further details.

**Toyota Sprinter** 1985 Red Trueno front (very rare) air con. , stereo, factory alloys, good interior, runs well (original 4AC engine) This vehicle is in good condition Complete spare engine included \$ 4000.00 ono phone Elvis on 47790770

1984 ET Pulsar Turbo ...air con, new watercooled turbo, new pirelli tyres, new cambelt, water pump and drive belts, body is rough as is \$1500 call Daryl 0416249400

## **The Hills Are Alive With The Roar Of Engines**

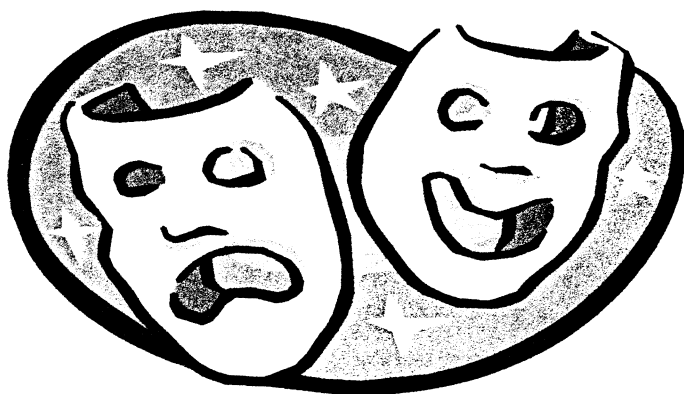
Hillclimb rounds 2 and 3 have have been run and won again. The Dominance of the event by the 4WD Lancer Evo 5 and Subaru WRX Sti's haven't detracted from the great class battles between the other competitors. There are minor challenges at every level of competition and ultimately against yourself. Phil Mason performed very well in his ZED to be the first non 4WD in the last round beating some big horse-power rivals to finish 4th outright .

There's even been some drama on the mountain lately with a few accidents; in round 2 Shane Satchwell's very nippy Datsun 1200 ute got out of shape after a chicane, then took a roll before coming to rest perched precariously over the edge with only a sapling between him and a loooooong drop. Round 3 saw the beautifully restored FJ Holden ute fail to take a corner and head scrubward at speed ...the end result meaning a lot more restoration would be required. The events have been well organized and well run. Thanks must go to al who helped out. The next round will be on **11th of August** so why not give it a try and enter.

### **Treasurers Report May 2002**

#### **Bank Reconcilliation**

Balance as per bank Statement 1/5/02		\$ 11,103.88
Less Cheques outstanding		
788219	\$ 50.00	
788375	\$ 88.00	
788376	\$ 52.00	
788377	\$ 165.73	
788378	\$ 265.94	
788379	\$ 1,500.00	
788380	\$ 1,180.00	
		\$ 3,301.67
Plus Deposits		
To be banked		\$ 2,422.00
Balance at 20/3/02		\$ 10,224.21



## Chucky's Chuckles Belinda Kenny

My husband came home with a tube of KY jelly and said, "This will make you happy tonight."

>He was right. When he went out of the bedroom, I squirted it all over the doorknobs. He couldn't get back in.

>A couple are lying in bed. The man says, "I am going to make you the happiest woman in the world"

>The woman says, "I'll miss you."

>"It's just too hot to wear clothes today," Jack says as he stepped out of the shower. "honey, what do you think the neighbours would think if I mowed the lawn like this?"

>"Probably that I married you for your money," she replied.

>Q: What do you call an intelligent, good looking, sensitive man?

>A: A rumour

>He said - Since I first laid eyes on you, I've wanted to make love to you really badly.

>She said - Well, you succeeded.

>He said - Two inches more and I would be king

>She said - Two inches less, and you'd be queen

>On wall in ladies room "My husband follows me everywhere..."

>Written just below it "I do not"

>He said - Shall we try swapping positions tonight?

>She said - That's a good idea...you stand by the ironing board while

>I sit on the sofa and fart

>He said - What have you been doing with all the grocery money I gave you?

>She said - Turn sideways and look in the mirror you fat bastard!

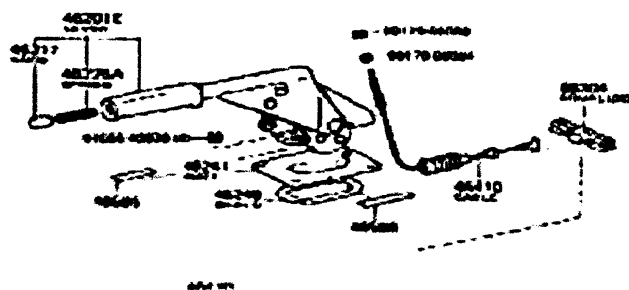


belinda! the splash pattern is supposed to be on the outside of the suby!



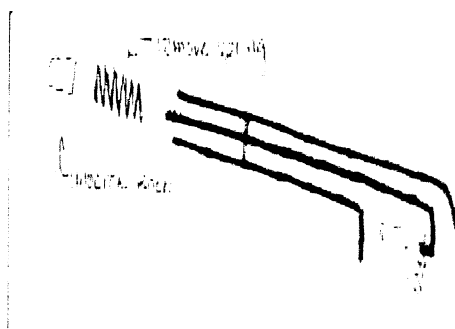
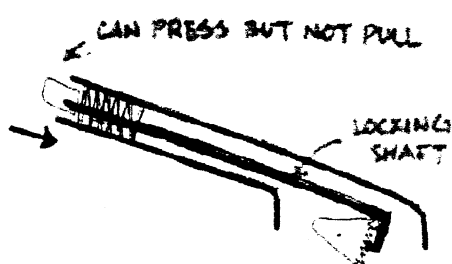
## Quick Release Handbrake mod Done on a budget

...article sourced from Club 4AGE



The normal side-brake system is primarily designed to secure a car during parking, as you may already know. However, because of it's operation on the rear brakes only, many rally drivers use it to induce a spin by utilizing the same brake system. By pulling on the side brakes, one can lock only the rear tires to create rear-biased braking assist to get around small, tight corners. If you watch WRC rallying, this is apparent in switch back hill climbing and 180 degree hairpins.

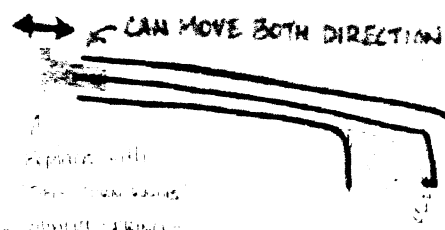
There is one problem in normal cars with using this method. The brakes will ratchet and lock into place when up. You can keep your thumb on the little nipple to prevent this but its a dangerous proposition as it's an extra effort required during intense driving.



Pulling is done by the spring, so, many people decide to take the spring out so the brakes will not ratchet and lock.

The hand brakes now becomes free to go up and down without squeezing the tip. In this setup, the brakes now become difficult to set in place for the original function of the parking brake. The little nipple is hard to pull out to use the ratchet mechanism.

In the "off" position, the ratchet stays released., the ratchet is engaged manually by pulling on the knob.



By utilizing the "spin -turn knob", essentially an alloy version of the little knob attached to the rear seatback release, one can easily pull on the ratchet shaft to lock the brakes in position.

You now have the best of both worlds. It's a simple conversion but effective.

**You must, however, be aware that the parking brakes are much easier to accidentally release due to the absence of the spring so you should always be sure that you engage the gears while parked for extra security...**



L to R Spin Turn Knob, rear seat knob, OEM handbrake button