

Wheelspin

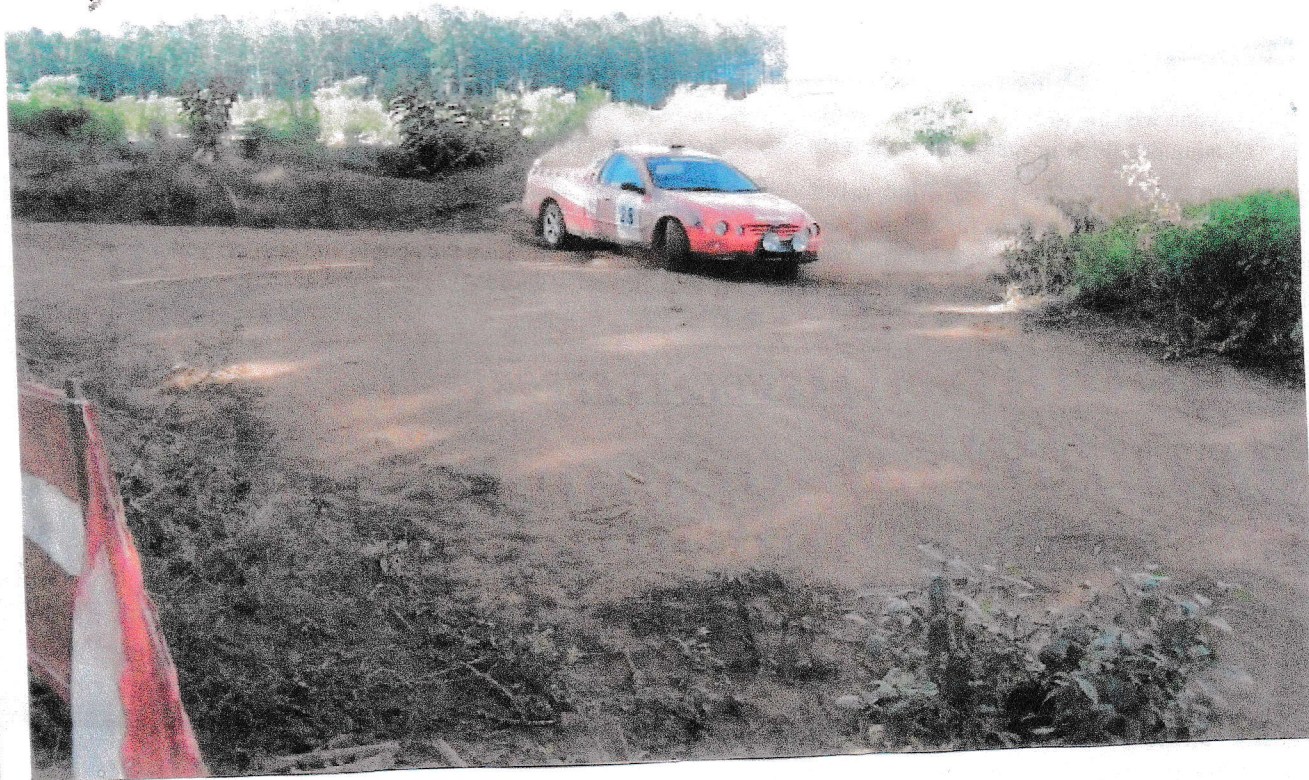
June 2005

<http://groups.msn.com.au/TwinCitiesAutosportsClub>

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

ABN 16 507 002 943

PO Box 7697, Garbutt QLD 4814



Colin and Sylvia's excellent weekend.
Handle that Falcon!!

Twin Cities Autosports Club Inc.

Committee Members and Office Bearers for 2004

<u>President:</u> Ron White PO Box 1463 Aitkenvale 4814 13 Ruby Round Kelso 4815 Ph: (07) 4771 7928 (W) 0438 710 262	<u>Treasurer:</u> Ken Long (Stumpy) 3 Bultarra Cres Kirwan 4817 Ph: 0428750318 (07) 4773 7404 (h)	<u>Club Captain:</u> Peter Vigor 6 Ives St, Kirwan, 4817 Ph 47237646	<u>Editor:</u> Lance & Deb Melrose 58 Macrossan St South Townsville, 4810 Ph; (07) 47727292 (h)
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			<u>Directors:</u> Phil Mason Lance Melrose Curly

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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 Thursday following meetings.

Ph & Fax; (07) 47727292(H) E-Mail: rebeldog@aapt.net.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

We've got one this month!!!

EDITORS REPORT

It's a shame Boxhead's Ingham Rally was cancelled, but there weren't enough entrants to make it worthwhile. But now Heckler's Cardwell Rally has been cancelled because of logging in the forest. So the good news is that Boxhead's Ingham Rally is back on again – good one! We really need to get behind all the Club events and give them our full support as entrants or officials. A lot of work behind the scenes goes in to organising these events and to then have to cancel them is such a waste.

Warning! To those of you who haven't paid your membership fees this will definitely be your last newsletter!

Deb & Lance Melrose

SECRETARY'S REPORT

Why am I not surprised that there is no Secretaries Report!

IMPORTANT GENERAL NOTICE

The Club Meeting night is now the 2ND MONDAY OF EACH MONTH, at the Drag Racing Club Rooms in Yarrowee Street, Currajong.

If the meeting night falls on a Public Holiday, the meeting will be on the Tuesday night instead.

EWIS IRE ROTECTION

21-23 Dalrymple Road
P.O. Box 7612
Garbutt Qld 4814

Ph: 07 4775 5260 Fax: 07 4775 5209
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**THE PHOTOCOPIER USED TO PRODUCE THIS NEWSLETTER
WAS PROUDLY FUNDED BY THE QUEENSLAND
GOVERNMENT'S GAMBLING COMMUNITY BENEFIT FUND**

How to Tell the Sex of a Fly

A woman walked into the kitchen to husband stalking around with a fly swatter.

“What are you doing?” She asked.

“Hunting flies” He responded.

“Oh. Killing any?” She asked

“Yep, 3 males, 2 females.” He replied

Intrigued, she asked. “How can you tell?”

He responded, “3 were on a beer can, 2 were on the phone.”

THE TWIN CITIES AUTOSPORT CLUB

AMAZING RACE

The Twin Cities Autosport Club will be holding an Amazing Race on the 10th July 2005 around the streets of Townsville. To raise money for the Zayne Roberts trust fund. You will need to find clues and complete activities (nothing strenuous) to make it to the final pit stop.

Each person in the team must attempt at least one task. It will be an advantage to bring the kids along. There are activities the kids will be able to complete a lot quicker than the older folk.

Things you must have!

your own vehicle (as you will be driving the course)

Street directory, to navigate (you will have to make your own way to each stop, there will be no directions given)

A will to win

and a sense of humour.

We will start from Cutheringa Park which is on Percy / Bundock Street. You will need to be there at 10.00am, to get your first clue. The first teams will leave at 10.30am sharp. Just remember, if you are not there for the start, there is no chance of winning. We will finish at, well I am not telling you that. That is what you need the clues for. It is expected to take approx 3 to 4 hours to complete.

There will be a BBQ, jumping castle, face painting for the little ones, raffles and presentation at the end of the day, so leave your day free.

Cost \$ \$20.00 per car. This will include entry, BBQ, and prizes 1st, 2nd, 3rd and last.

If you are interested you will need to register and pay your money to me (Murray Sutherland) or Jenny Roberts, before the 30th June. There is only room for 40 teams. First in best dressed.

Drinks will be available at the finish.

My phone No is (h)4723-0269 (w) 4771-1025 and address is, 1 Beagle Crt Kirwan 4817.

See you there.

Murray Sutherland
Social Member
Twin Cities Autosport Club

- Club Meetings are held (second Monday night of the month at the Townsville Drag Club Yarrowee St Currajong at 7.00pm). All welcome, and why not bring along a friend or sponsor.

Calender of Events

Sunday 10th July – The Amazing Race. See attached flyer

Sunday July 10th – FNQMSC – Mossman Pony Club Khanacross

Contact Bob Erry 47288359(H)

Sunday 19th June – Hillclimb No 2

Monday 11th July – Club Meeting

Sat/Sunday 30th/31st July – Boxhead's Ingham Rally. Control

Officials are needed. Camping, showers, toilets

Floodlights. Lions Club catering. 1 new stage.

3 new spectator points. Contact Boxhead

47288359 or 0429356013

Monday 8th August – Club Meeting

Sunday 21st August – Hillclimb No 3

Sunday 21st August – Springmount FGF Developments

Khanacross. Contact Sean Hampson

40453891, 0417625163, 40307442(W)

Sat/Sunday 27th/28th August – Kirknie Rally. Contact Greg Van

Dinter 0418782827/47747574(h)

Monday 12th September – Club Meeting

Sunday 25th September – Mossman Pony Club Khanacross

Contact Bob Erry 40981652(H)

Saturday 1st October – Hillclimb No 4

Sunday 16th October – FNQMSC Mt Molloy Khanacross.

Kiwi Joke

50,000 Kiwis meet in Edan Park for a "Kiwis are Not Stupid" convention. Helen Clark says, "We are all here today to prove to the world that we Kiwis are not stupid.

Ken I have a volunteer."

Carlos Spencer gingerly works his way through the crowd and steps up to the stage,

Helen asks him, "What uz fufteen plus fufteen?"

After fufteen or 20 seconds Carlos says, "Eighteen!"

Obviously everyone is a little disappointed. Then all 50,000 Kiwis start chanting,

"GUV HUM ANOTHER CHANCE. GUV HUM ANOTHER CHANCE!"

Helen says, "Well, sunce we've gone to the trouble of gitting 50,000 of you un one place, end we have the world wide priss end global broadcast media here, I think we ken guv hum another chance"

So, she asks "What uz sivven plus sivven?"

After nearly 30 seconds he eventually says "Ninety!"

Helen is quite perplexed, looks down and just lets out a dejected sigh.

Everyone was disheartened.

Carlos starts crying and the 50,000 Kiwis begin to yell and wave their hands, shouting "GUV HUM ANOTHER CHANCE! GUV HUM ANOTHER CHANCE!"

Helen unsure whether or not she is doing more harm than good, eventually says "OK! OK! Just one more chancewhat uz two plus two?"

Carlos closes his eyes, and after a whole minute eventually says "Four." Throughout the stadium pandemonium breaks out as all 50,000 Kiwis jump to their feet, wave their arms stamp their feet and scream.....

.....

"GUV HUM ANOTHER CHANCE! GUV HUM ANOTHER CHANCE!"

Strategic Plan 29th May 2005

Just a few words about the Strategic Planning day we held on May 29th. The venue ended up being the lunchroom at Honeycombes which was ok given the turnout... the idea of flying Peter Phair from PEP Management and Health Services Pty Ltd up from Brisbane to put this together was to get a broader view from club members, that said, the day was very productive and the end result will be put to the members anyway.

Peter's time was funded by a government, he would not normally work with volunteer 'clubs' as such and usually works with government bodies and larger entities, he has a very good view of the larger picture. A Strategic Plan (SP) is like a road book in a rally, it is a tool that will give you direction and purpose and get you from the point you are at now to a predetermined point in the future. The normal SP timeline is aprox. 4 years and that's what Peter has worked on with us.

The SP encompasses many aspects, from the clubs public profile, membership, goals, function etc. and part of the plan is to 'record' the club as it is today so that in the future we can gauge the effectiveness of the plan. A hardcopy of the plan will be published shortly, which will give members the opportunity to see it in its entirety.

We put together four key issues for the club: Organisational stability, financial stability, A long-term plan and Quality regular events, these are measured by four Critical Success Factors: Venue, Image/profile, Membership, Funding/finance.

In every topic of discussion, in every area we would like improvement there was one focal hinge point. We all want more members, a more recognised profile in the community, more events that are easier to organise, a clubhouse to call our own, to run events when they suit us, to earn the club money to make events cheaper. All this comes back to one thing... a home.

We're not talking a three bedroom shitbox in Cranbrook, we need a significant expanse of dirt located somewhere far from urban development than we can nurture and mould into something truly beneficial to the wider community. How we go about doing all of this is the Strategic Plan and quite obviously this doesn't just all happen by its self, there is a heap of hard work involved but if we work smart we can achieve!

Unlike the last plan this one has a review system in place, although it's difficult to crack a whip on volunteers, this plan will hopefully give you the motivational 'light at the end of the tunnel'. So when the SP is presented, please take the time to look through it, and pass on the positive feedback!!!

Rather be racing.... Greg Fitzgerald.

Reconciliation Summary

BANK STATEMENT -- CLEARED TRANSACTIONS:

Previous Balance:		12,741.46
Cheques and Payments	7 Items	-7,456.51
Deposits and Other Credits	29 Items	2,576.78
Ending Balance of Bank Statement:		7,280.73

YOUR RECORDS -- UNCLEARED TRANSACTIONS:

Cleared Balance:		7,280.73
Cheques and Payments	2 Items	-743.00
Deposits and Other Credits	2 Items	110.00
Register Balance as of 12/05/05:		7,227.73
Cheques and Payments	0 Items	0.00
Deposits and Other Credits	0 Items	0.00

A young cowboy walked into a seedy caf  in a small town in West Texas. He sat down at the counter and noticed an old cowboy with his arms folded, staring blankly at a bowl of chilli.

After about 15 minutes of just sitting there staring at it, the young cowboy bravely asked "If you ain't going to eat that, do ya mind if I do?" The older cowboy slowly turned his head toward the young wrangler and in his best cowboy manner said "Nah, go ahead."

Eagerly, the young cowboy reached over and slid the bowl over to his place and started spooning it with delight.

He got nearly down to the bottom before noticing a rotten dead rat in the chilli. The sight was so shocking he immediately puked up the chilli back into the bowl.

The old cowboy quietly said "Yep, that's as far as I got too!"

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Bulletin Number: **B05/045**
Date of Implementation: **5th May 2005**

SPORTING BULLETIN

KHANACROSS REGULATIONS - AMENDMENT

REFERENCE:

2005 CAMS Manual of Motor Sport, Section 13, Khanacross Regulations page 13-10, Section 3 - EVENT LAYOUT, Article 3.1.

RATIONALE:

To amend the regulations governing the event layout of a Khanacross course.

AUTHORITY:

This amendment was approved by the Australian Motor Race Commission at their meeting held on 9 February 2005.

ACTION:

Amend Article 3.1 to read as follows:

3.1 Courses must not exceed 1.5km in length and may not include any sealed section greater than 50 meters. No straight section of the course may exceed ~~150~~ **100** metres in length without a turn of 90 deg or more, otherwise cars must stop in a garage. **The 90 deg turn must pass through an established area of 10m x 10m (refer diagram 3.1.1).** The competitor should not normally be required to reverse while competing, at the Directors discretion. **Markers shall clearly define the correct course to be taken.**

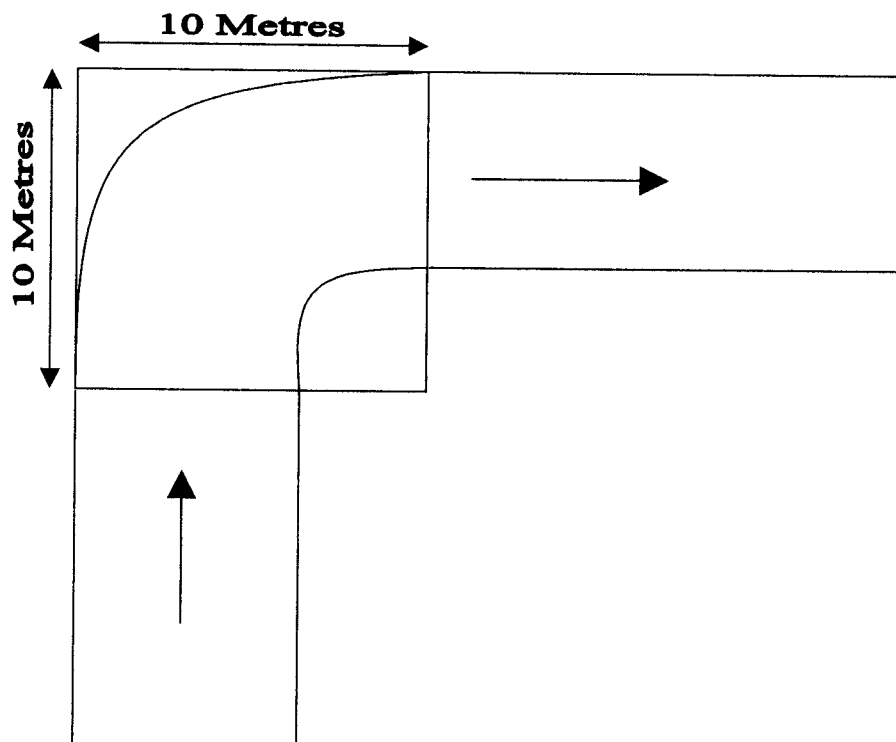


DIAGRAM 3.1.1

PRESIDENTS REPORT

Sorry for the lack of reports lately but time seems to fly by when you're busy. We have just conducted our club development workshop with consultant Peter Phair and thanks to Ken Long, Greg Van-Dinter, Greg Fitzgerald and Phil Mason for taking the time out to help guide the club into the next five years and beyond. Report at the next meeting. It's been a bit lean on events lately but hopefully there will be more events in the second half of the year.

Update on what's happening.

- I will be off to the second CAMS National Officiating Program workshop in Melbourne on the 18th June, representing Queensland country clubs, to come up with an implementation plan for the issues identified in the first workshop.
- I have attended several Sport and Recreation information sessions and have applied for a grant to conduct a "Come and Try Day" event.
- We were successful in applying for a grant from the Gambling Community Benefit Fund to purchase club equipment. \$14,640 to purchase more radios, a photocopier for our Editor, Laptop and printer as well as four Rally clocks with count down display and beam. All equipment has been received and the photocopier is churning out newsletters already.
- From the \$1,200 'Safety Equipment' fund, I have purchased an additional First Aid kit to be mounted in the Club trailer and have ordered "Official" safety vests with our club name on them.
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Remember that a club is only as good as it's members, so if you have an idea or a suggestion, please raise it.

Ron

Bulletin Number: B05/055
Date of Implementation: 1st July 2005

TECHNICAL BULLETIN RALLY CARS - TOWING POINTS

REFERENCE:
2005 CAMS Manual of Motor Sport, Section 11, Schedule R, pages 11-47 to 11-49.

RATIONALE:
To introduce the requirement for towing points on rally cars to assist recovery.

AUTHORITY:
This amendment was approved by the Australian Rally Commission at its 19th - 20th February 2005 meeting.

ACTION:
Add new Article 14 to Schedule R, as follows:

"14. Other than in introductory rallies, cars must be fitted with towing points complying with Article 6 of Schedule C."

Viz

"6. be fitted with towing points complying with the following:

- have an internal diameter of at least 40mm;
- are fitted forward of the front axle and rearwards of the rear axle;
- are clearly visible and painted in yellow, orange or red, the chosen colour being in contrast to the colour of the body work immediately adjacent the towing point;
- are constructed and fitted in such a way that when a load is applied to the towing point, parallel to the ground and in a direction facing away from the vehicle, parallel to the longitudinal centre line of the vehicle, the vehicle shall be capable of drawing the car over two blocks of 100mm height. These blocks shall be of a section 100mm x 200mm, not less than the width of the tyre and shall be placed immediately "in front" of the tyres closest to the towing point being subject to the applied load. In order to test the strength of the towing point, any non-structural body work which interferes with the test may be removed."

Otago Classic Rally 2005

With a suitcases packed and a spare tyre tucked under our arm so it was that we headed off to the South Island of New Zealand for our 'excellent adventure', the classic section of the 2005 Otago Rally.

Flying into Dunedin on the Wednesday, we were quickly made to feel at home (the kiwi hospitality is sensational) on a farm about an hour south of the city (Balclutha). That evening we drove into Dunedin for the welcome function, we shared about a hundred beers and a few rums with peddlers such as Greg Carr, John Spencer, Ross Dunkerton, Pasi Hagstrom, Jimmy McRea, Keith & Mary-anne Callinan and Alan Stean.

Thursday was a day of testing, most of the aussies came down to the farm for 'unofficial testing' we got to try out our renter for the first time and I also got to go fast in the silly seat for the first time! The vehicle we leased was a 1981 Nissan Bluebird 1.8 ltr turbo, plenty of power and quite easy to drive (apparently). Thursday night was spent (sampling the local brew) making the final adjustments and preparation for scrutineering on Friday.

Friday came and went without fuss; car scrutineered, me getting more and more nervous. I spent a few hours with Alan Stean to try and rub of some of his navigational ability, the evening saw us at the ceremonial start with about 1500 spectators attending, there were some great demonstration runs and we had a few beers!!!

The weather up until this point had been picture perfect, blue skies, balmy temperatures (6-10 degrees). But after the worst night of sleep ever, we rocked up to the check-in point at 8 am in drizzling rain, 1-2 degrees and plenty of nervous butterflies. Saturday consisted of 5 forest stages and a special stage around a trotting track, in total 122 klm of racing and 174 klm of transport stages. We had been seeded 32nd out of a field of 38 so by the time we went through, the tracks were pretty clean. Stage 1 was perfect; short (11 k), tight and not too many places to do any damage... a couple of overshoots (Phil getting used to the car he recons) but looking good, then, 600 meters from the finish at about 130 klm/hr the bonnet pins failed giving us a great view of the vehicles sign writing but not the road, we lost only about 50 seconds and a pair of undies each!!!

From that point onwards we grew more comfortable with the car and our own (in)ability and really enjoyed some fantastic roads, by the end of the day we had progressed up to 15th position and there were smiles everywhere, a couple of hours in service park to panel beat the bonnet etc and we were off to drink some (more) beers..... Sunday morning and the rain had eased but not the cold, today was 115 klm of racing and 152 klm of transport over seven stages, six in the forest and the final stage on bitumen around a warehouse block in the harbour precinct.

The first stage on Sunday saw us move to 13th outright and feeling good... that feeling was soon to fade as the rear shocks started to throw in the towel causing the diff to free itself from it's mount, and after dragging it along the road for about a kilometre we decided to pull over, also finding a ruptured fuel tank. We missed the next three stages therefore officially registering a DNF but were allowed to re-enter for the final two stages. On the second last stage of 42 klm we overtook two competitors, pretty happy with that. Given our form and that of those around us we could have expected a finish in the top ten!

All in all we had a ripper of a time, fantastic racing, meeting awesome people, and generally putting a huge smile on the dial. We entered the event with a leased vehicle (customs made it too difficult and expensive to get the zed car over there) knowing that we would never be at 10 tenths, more importantly, just to be there and competing was plenty of reward. See you at the next event.

Greg Fitzgerald.