
Wheelspin

August 2007

<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



Kirknie Rally 2007

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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) 4771 3349 (h) E-Mail: wade.hickey@townsville.qld.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.

Any club members that wish to promote their business please contact me with regards to magazine opportunities. The views and opinions expressed in this magazine are those of the author's and editors and do not necessarily reflect the views and opinions of the Twin Cities Autosports Club Inc.

Editor's Editorial

We will hopefully have a few stories in the next magazine about Kirknie, and this one is a pretty full edition as well with all of the letters and a couple of flyers for upcoming events. I hope everyone can make it to the video night as it will be good to see some of the footage people have collected over the years...should open up some buried stories! I am always on the prowl for pictures for the front cover so if you happen to snap any good shots at the different events or just some pictures of club members doing stupid things they are always appreciated. A big thanks to Greg Roberts from Brakemart who is now a sponsor of this magazine, his details are on the back page, please support the businesses that support the club!

Wade (Swadey) Hickey

What's On!

All dates listed below are subject to change.

Events:

Sunday, 2nd September – “King Of The Mountain” Hillclimb Round 3

Late September/Early October – Rally Sprint TBC

Sunday, 14th October – “King Of The Mountain” Hillclimb Round 4

Woodstock Khanacross – TBA

Meetings:

What: Twin Cities Autosports Club Meetings

When: 2nd Monday of each month @ 7.00pm

Where: 11 Jackson St, Garbutt (Hickey Cabinets)

Working Bee's\Training Days:

Woodstock Khanacross Track Clean-up TBC

Socials:

Saturday 25th August - Poker Run/Treasure Hunt & Video Night

Non-TCAC Stuff:

Sat/Sunday 25th & 26th August – Herberton Khanacross

Sat/Sunday 1st & 2nd September – Dutton Rally Rd. 4 (Victoria)

Sat/Sunday 8th & 9th September – Speed On Tweed

Sat/Sunday 8th & 9th September – Targa West

Fri – Sunday 14th – 16th September – V8 Supercar Championship Rd. 9

Sat/Sunday 15th & 16th September – Rally Of The Great Lakes (ARC Rd. 4)

Saturday 15th September – KCF Shortcourse Rally Championship Rd. 3

Sunday 16th September – Mossman Khanacross

Saturday 22nd September – Rallying Of Classics

Saturday 22nd September – 2007 Kalpowar Classic Rally

The Hickey's Head South

By Wade Hickey

The Hickey family headed to Brisbane in the week leading up to Kirknie Rally to check out some Historic Circuit Racing at Morgan Park (Warwick), a motorkhana/rallysprint weekend at Clifton & the 3rd round of the Toyota Drift Australia Series at Queensland Raceway.

We started the weekend by making the trip to Morgan Park, just outside Warwick to watch a 30th Anniversary Classic Racing Weekend. The circuit and facilities setup they have at Morgan Park is outstanding. When we arrived they were just finishing off the qualifying rounds so we headed for the pits where we would find some of the nicest classic cars (in race trim) you could find. We also ran into some old friends who were racing. After wandering around there for a while we headed up to one of the popular spectator spots to catch the first of the regularity action.

Although most of the days proceeding were made up of fields of regularity entrants there is just something about 20+ year old V8s screaming round a circuit that gets the blood pumping. We stayed and watched most of the early touring car categories (Skaife's old skyline was awesomely quick) before we headed off to Clifton...

With our blood pumping and adrenaline racing (and we were only spectators) we found ourselves at Sandy Camp, Clifton to see what they had on their 150 acres of land. We introduced ourselves to a few of the officials and found out the motorkhana was over for the day but there was a couple of guys still doing "testing runs" of the rallysprint track. Without hesitation the club president asked Leif and I if we wanted to go for a spin with one of the guys...I'm pretty sure we responded before he finished his sentence. A swap of drivers, throw a long sleeved shirt on and grab a helmet and we were off in a V8 powered commodore using balding street tyres on a very slippery dirt track. With lots of revs and very little traction I was well and truly a happy lil camper by the time we finished the lap of the course. Leif followed and I simply neglected to tell him what it was like just to make it all that more exciting for him. The track was an elaborate figure of 8 with plenty of tyres and trees in place to stop you from straying too far from the track. I'd just like to thank the guys who took us for a spin and the people at Sandy Camp for showing us around and putting on a good show in the short time we were there...Thanks Guys!!

It was off to Toowoomba that night and up early in the morning to head off to Queensland Raceway (Willowbank) to watch the drifting. The Saturday's drifting consisted of the Super Drift Series and the first round of eliminations for the Drift Australia Series. On Sunday there were a few cars out on the circuit tuning and practicing so we had a look around the pits. I nearly wet myself when I realised we could actually walk right through the pit bays and stand on the concrete wall on the main straight. After taking a photo of each car I could find and some video footage of the cars on the track we headed round to a better vantage point...believe it or not there was a better possie than on the main straight (the bends!!). We watched a few of the rounds of eliminations before they had an expression session and some of the guys were simply unbelievable! Some more elimination rounds and some great drifting, with only a few bumps and nudges, and they were into the final 8. Lunch break!! We had another wander through the pits trying not to drool on the cars too much before they were back out there with another expression session. Once the expression session was over they had the finals of the Drift Australia series only to see some of the best drifting I have ever seen...except for maybe Nathan of course! Once they had found their winner and done all of the podium guff they had the team drift comp. It was awesome to see 3 cars sit so close and literally dance together. I would recommend it to anyone and everyone. Maybe the buzz from this weekend spurred us onto that podium finish at Kirknie...ahh well that's a good excuse to do it again anyway!

Thanks From Leif & Wade

Leif and I would like to thank everyone who helped us get to and finish GooF's Kirknie Rally 2007. A special thanks to Boxhead, Stumpy, Sam & Peter (The Guys) & Kenny Houghton for all your efforts leading up to and during the event...that third place is for you guys!

Classifieds

NISSAN SILVIA

Engine rebuilt new turbo
AC, Mags. CD. Currently
registered but will run out shortly.

\$7600 ono

PHONE- 0439011083

DATSUN 1600.

Strong engine, dog-leg gearbox. R180
locked diff 4.6 ratio, 240K driveshafts.
hydraulic handbrake, brake bias valve. 4
wheel discs, Bilsteins all round. full roll-
cage, Terratrim and Terraphone. spare
wheels and tyres, CAMS logbook.
Very well prepared car. Needs a tidy-up on
the body. Excellent value for money. Can
deliver to Townsville.

\$4500.00 firm.

Chris Lewis 49452808

GT FOUR - FOR SALE

1990 Celica ST-185 JDM lightweight rally version

Factory fitted close ratio 'rally spec' gearbox

Log booked CAMS rally car

CAMS approved ROPS (Rollcage)

No rust

Great condition

Car has been built for Targa style tarmac rallies, hillclimbs and sprints

Full 'whiteline' motorsport suspension kit, including Koni adjustables

Velo lightweight race seats

6 point harnesses

2 x Fire Extinguishers

Full Engine / Gearbox rebuild just completed

Race bearings (ACL)

Forged pistons (JE) / rods (eagle H-beam)

S/S manifold and dump pipe

5 puck competition clutch

Lightweight flywheel

oil / transmission / power steering coolers

Brake upgrade including pagid pads and steel brake lines and full overhaul

This is not a "abused" dirt rally shell.

Car is in excellent condition inside and out and has absolutely 'no rust'

Car currently setup for hillclimbs / sprints with front mount intercooler

Original intercooler / manifold supplied for 'Targa' type events

Near new set Dunlop R tarmac race tyres

Spare set wheels

Car has good horsepower but further development is avail with ECU or bigger turbo

Competed in Targa Tasmania in 2005

This car is freshly rebuilt, well sorted, fast and reliable. Ready for you to compete in any
tarmac rally. Outright fastest Rd 2 Mt Stuart Hillclimb 2007

Asking \$22,500. Car must be sold, all offers considered. Located Cairns.

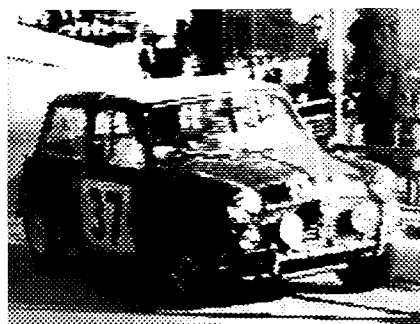
Contact Neil on 0447 966 554 or neilj@iinet.net.au

The Paddy Hopkirk Story - A Dash of the Irish

Hardcover book - 22 x 28 cm - 176 pages, code 16160

Review by Bob Campbell

Paddy Hopkirk was, as a writer of the time put it, one of BMC's three Irish drivers. They were Paddy, Tim O'Wackner and Raun O'Aaltonen, all of them successful rally drivers in Minis. This book is the story of the only genuine Irishman of the three and his five decades in motor sport.



Starting in an Austin Seven in 1952, Paddy moved on through VW Beetles to a TR2. The cars were rallied, raced, hill climbed and anything else they could be persuaded to do. It was great training for his later career.

His first "works" drive was in a Standard Ten in the 1956 RAC Rally and his autotesting experience took him to an early lead after the driving tests on Blackpool Promenade.

The book pulls no punches and the facts are presented clearly with no attempt at self-glorification in the words provided by Hopkirk and filtered through his old pal and former competitions manager Bill Price. The combination works and the book is eminently readable, highly entertaining and very informative.

Every facet of Paddy's life is covered, including his successful involvement in the motor accessory business (who could forget the Paddy Hopkirk accelerator pedal extension for the Mini), his family and his involvement in classic rallying.

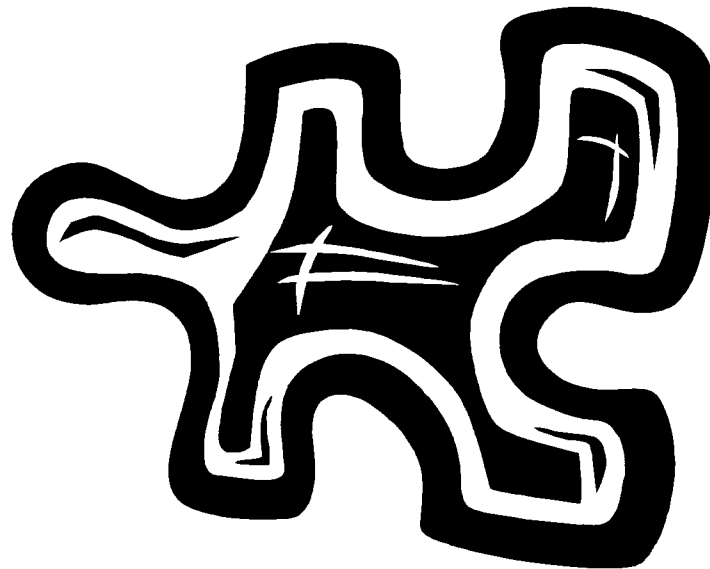
All of this is supported by excellent black and white photographs and a relatively small number of colour shots. All of the action shots are black and white.

All in all, this is a great read, telling the story of one of rallying's most colourful characters. It is great fun to read and makes the reader wonder where the fun factor has gone in today's motor sport.

The book is available from The Pitstop Bookshop, freecall 1800 622 422 (within Australia), or on their website at www.pitstop.net.au.

POKER RUN / TREASURE HUNT & VIDEO NIGHT

Come along and have some fun and laughs with a poker run with a twist. There will be 4 locations that you will have to find a card, plus one at the finish, to give you a poker hand, as well as trivia questions and things to collect. Once you have collected the cards and answered the questions, we will finish with a BBQ and a video night on a big screen, of Motorkhana's, Khanacross's, Hill Climbs and Rallies. There will be prizes for best poker hand and other prizes for the Treasure Hunt.



DATE-	SATURDAY 25 th AUGUST
TIME-	3.00PM
START-	Murray netball complex carpark, Murray
FINISH-	TCAC CLUB HOUSE, CNR JACKSON AND TRUSCOTT ST, GAR BUTT
COST-	\$20 PER CAR, INCLUDES BBQ

Drinks can be purchased at the club house to support the club.
\$2.00 for a beer
\$1.00 for soft drink.

Come and support the club.

For more info, call Murray on 4788-8750 or 0413-528-947

Gold Coast Tweed Motorsporting Club Inc.

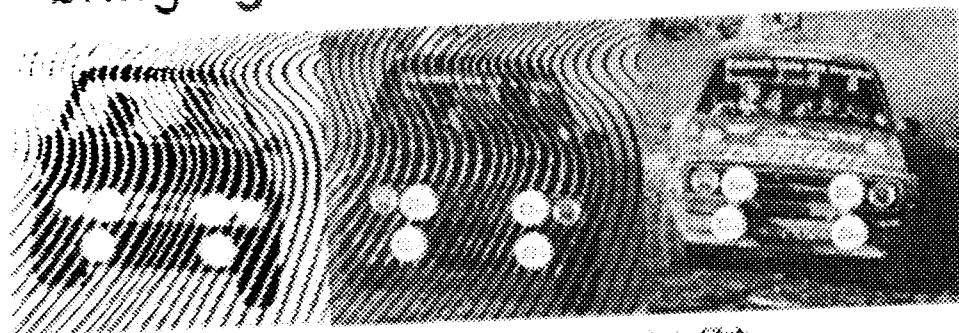


PO Box 8582 Gold Coast Mail
Centre QLD 9726

www.gctmc.org.au



Living of Classics bringing a different focus to rally



Thanks to the Ipswich West Moreton Auto Club.

Event Overview

The event is a multi-class special stage tarmac rally conducted under a permit issued by CAMS. Tarmac Rally Standing Regulations will apply. Both gravel and tarmac rally cars are invited. The classic 'grunners' of the past will compete against the modern All Wheel Drives of today.

Vehicle Eligibility

In accordance with the Tarmac Rally Standing Regulations and the supplementary regulations, the following vehicles may be eligible to enter the Event:

- a) Tarmac Rally Cars
- b) CAMS Classic Rally Cars (Gravel)
- c) CAMS Historic Rally Cars (Gravel)
- d) CAMS PRC Rally Cars
- e) FIA Group N
- f) Group N(P)
- g) Others by invitation subject to the organisers' approval.

Note: Unregistered vehicles are eligible because the event is being conducted on private property. This is a stand alone event so most log booked vehicles that meet rally regulations are eligible to compete.

Tarmac Rally or Road Radial Tyres will be required. Gravel rally tyres will NOT be allowed.

Event Date & Location

- Saturday 22nd September 2007.
- Willowbank Motor Sporting Complex
- Night stages run under lights
- Presentation to directly follow the competition.
- Scrutiny over two nights with allowances for remote area competitors

Licences

- Drivers will require as a minimum a Clubman Rally Licence.
- Circuit racers will be required to complete the on-line rally course.
- Navigators will require a minimum of a single event navigator's licence.
- Navigators can enter in up to two cars
- Double entries are allowed.
- A limit of sixty vehicles will be applied.

Course

One fast and open 5 km stage completed up to seven times. The route will be fully arrowed and distance markers placed at the end of long straights.

- 3 km of tarmac road
- 1.3 km of compacted granite racing circuit
- 7 metres of flat smooth wide fine gravel road
- unsealed surfaces will be dampened

Entry Fee

The entry fee is \$398 including all Cam's Insurances as this is deemed a tarmac rally.

Event Promoter

Gold Coast Tweed
Motorsporting Club Inc
(GCTMC) PO Box 8582
Gold Coast Mail Centre Qld
9726

Great support opportunities for supporters of the event. Corner sponsorships and winners are a low cost for areas where companies can be involved for as little as \$250.

QRC Points Validation
Regular QRC or Clubman competitors can have your points validated by:

- being an official
- entering then working at Friday's set-up or Sunday's clean-up

Spectators

Spectators will have the rare opportunity to be part of the action because:

- they will see over a third of the course
- they can see both tarmac and gravel sections
- the 5km course is fully fenced
- cars start at 30 second intervals
- they can mingle with the drivers and their cars
- the start/finish line is right in front of the service area
- they can see the cars compete at night under lights
- the location is easily accessible
- toilets & food are available
- they will see a wide variety of vehicles

Supplementary - Regulations

Sup-regs are available at:
www.gctmc.org.au

QUEENSLAND RALLY ADVISORY PANEL

Meeting held on Tuesday, 13th July, 2007
at Rydges Capricorn Rally, Yeppoon

PRESENT:

Margot Knowles (Chairperson) Scott Beckwith

APOLOGUES:

George Shephard Barry Neuendorff Andrew Gaston Tom Smith Ian Menzies Wayne Johnston

VISITORS:

Ed Ordynski (Chairman ARCom) Leif Hickey (TCAC) Geoff Nicol (TCAC) Trevor Neumann
Senior Steward) Scott Berendht (CCCC) Anthony Tanzer (CCR)
Gordon Fischer (CQMSC)

important Note: The role of Advisory Panels is to advise and make recommendations to the State Council, such advice or recommendations do not have any effect until such time as the State Council adopts them.

Queensland Rally Advisory Panel Chairperson, Margot Knowles, opened the meeting at 3.00pm and welcomed visitors and presented apologies that more Panel members were not in attendance.

Ian Menzies, George Shephard and Tom Smith were all delayed still in transit to the event and meeting.

04-0707-42-

MINUTES OF PREVIOUS MEETING:

103 Review the Minutes of the Rally Advisory Panel meeting of 12th June 2007. Noted

104 Review the Minutes of the Qld State Council meeting of 19th June 2007. Noted

BUSINESS ARISING FROM PREVIOUS MEETING:

105 Ref. RAP07.093 - Letter from Tony Best
All updates made to Rally handbook.

106 Ref. RAP07.094 - Emails from Michelle Gatton and Shaun Dragona regarding safety at refuel zones
Referred to Campbell Andrea by Qld State Council.

107 Ref. RAP07.095 - 2007 Rally Dinner scheduled for 7th December 2007
Date for Rally Dinner changed to early February 2008.

108 Ref. RAP07.101 - Course Checkers
Course Checkers Training Day has progressed. Date set for 29th September 2007 to be held at Imbil utilising classroom sessions and forest training. Margot Knowles to work on content with Iain Stewart and Errol Bailey and to submit to Terry Payne in Melbourne for recognition of course.

CORRESPONDENCE:

109 Memo from Milton Brennan regarding Young Drivers Graduated Licensing System
Carried to August meeting for full panel discussion. Did also seek input from club representatives present. Clubs to submit to Margot Knowles if applicable.

110 Letter from Rallysport Magazine

Seeking articles for State Section of their website. Clubs present were advised opportunity to promote events. Panel suggested we nominate individual/s to co-ordinate pre post event reports and photos. Suggestions as to appropriate person to handle this welcomed by Panel.

111 Letter from organising committee of Goodyear Sumner Park Rally.

Their event being round of Clubman Pocket Rocket and Gemini Series to be held Saturday 1st December requested dispensations on three items.

1. Distance competitive be allowed to be 100km instead of 80km as stipulated in Qld Rally Handbook. Panel recommends QSC approve this request
2. Presentation of trophies and awards be allowed immediately following event. Panel suggests that QSC approve this request stipulating that all awards and results are issued on provisional results and that in the event of protest etc that the organisers re-distribute trophies if required.
3. Organisers of event wish to allow Schedule R cars to compete however not be eligible to score series points or awards. Panel has received other requests along these lines and feel that as this event is stand alone Clubman / Pocket Rocket / Gemini that this could be accommodated as piggyback club event within rally. Panel recommends QSC allow organisers this piggyback club event and it be clearly defined within the Supp Regs of the event.

GENERAL BUSINESS:

112 ARCom update - Ed Ordinski addressed the meeting on his new role and developments within ARCom. Their next face to face meeting is 3-4 August 2007.

113 Qld Transport update by George Shephard - Nil

114 Discussion items raised by Clubs present:

CQMSC - raised concern of Coffs Harbour being round of QRC - Lack of Officials locally to assess club members. Need someone in region to be able to assess new officials for upgrade of licences.

TCAC - Advised that Government is releasing funds to build a motorsport complex at Bohle Plains (Townsville)

- Non Special Stage Rally can't use A to A timing (why?)
- Competitor Licences being issued new or renewals have lengthy delays from Melbourne.

Cap Coast - Compliance Checkers has caused concern locally especially lack of training in regional areas.

- All regional areas have problems getting officials trained.
- Would like to see Schedule R cars allowed to run at higher than club level events.

CCCC - Cost of competitors licence would like to see cheap level licence for people who only compete at club events. Seems to be big jump in cost for entry level competitors.

- Flexibility required in CAMS Manual / fees for events. For example can't run a bitumen Khanacross. Gladstone has a lot of bitumen competitors so would like to be able to tailor events to suit local club members.

- CCCC also mentioned their grading system for competitors. Junior, A, B, C and 4WD grades. Not done on car capacity but on driver times and ability. Shows merit and possibilities for all clubs.

Other general discussion included:

- (a) Stewards Trevor Neumann having a number of people he assessed for upgrade to officials licences knocked back by Head Office. Trevor to supply Margot Knowles names and to be followed up with Quentin Crombie.
- (b) Advised Clubs of formation of National Club Development Committee. All concerned would like to know terms of reference / role etc. Could QuMan notify Panel and Clubs this information.
- (c) ARCom forming Classic Committee to review regs etc. Anthony Tanzer thought he may have someone interested in contributing to this committee. Anthony to advise Margot nominated person and will pursue.
- (d) Trevor Neumann raised concern regarding re-join rule. Could be possible to win class championship if misused.

115 All items in general business to be discussed at August meeting of RAP, where full Panel can review and make recommendations accordingly.

116 It should be noted that there was no quorum at this meeting of RAP. Items from letter from organising committee of Goodyear Sumner Park Rally were reviewed by Panel member by email and approved by majority as per recommendations in these minutes.

117 Chairman thanked all visitors for their contribution to productive meeting.

MEETING CLOSED: 6.00 pm

NEXT MEETING: Monday, 20th August, 2007

V8 Superschool is Super!

By Glynn Morice

The Level 1 is basic, about an hour in the classroom and then it's all track work with some revision.

The Level 2 is awesome (due to the car performance). The track is made up of long straight, short straights, long sweepers, tight corners 180's, and is a real buzz. They are very efficient and you can view the Paul Morris workshops, transporter etc etc. I met with the team engineer and received a tour of their fabrication shop (no cameras allowed of course!) They were preparing the cars for Winton and packing up so the place was full-on.

Unfortunately you cannot do Level 2 without Level one, so for me that was great cause I had more time in the cars and I bought extra laps on top of that.

The instructors are nice blokes and more encouraging than trying to drive for you. They allow you to use your skill and help with track tips etc, do the timing etc. and are friendly. They give you all the gear, but take your own raceboots (the pedal boxes are pretty small areas)

You have the choice of Fords or Holdens.

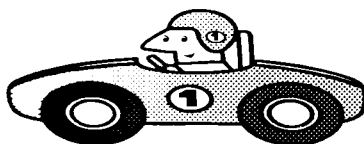
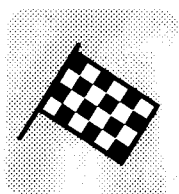
Well worth the experience.

For more information contact::

HOLDEN PERFORMANCE DRIVING CENTRE
Home of the V8 Super School
Phone: (07) 5546 1366 Fax: (07) 5546 1300
Po Box 377 Ormeau Qld 4208 75 Norwell Road Norwell Qld
info@v8superschool.com www.performancecdriving.com.au www.v8superschool.com

Goof's Kirknie Rally 2007

No	CREW	Car	Class	SS 1	SS 2	SS 3	SS 4	SS 5	SS 6	SS 7	Road Pens	Total
5	S.Ogilvie/J.Bromfield	Maverick	P4	0:09:21	0:19:07	0:09:14	0:18:24	0:19:12	0:20:57	0:20:48		1:57:03
2	M.McDonald/D.Attard	Subaru	P5	0:09:36	0:17:53	0:09:21	0:19:16	0:19:49	0:22:01	0:22:08		2:00:04
13	L.Hickey/W.Hickey	626	P3	0:11:10	0:23:30	0:11:06	0:22:41	0:22:55	0:26:53	0:26:55		2:25:10
10	L.Melrose/C.Lewis	Escort Mk1	P3	0:11:42	0:24:51	0:11:50	0:24:27	0:25:21	0:27:44	0:27:17		2:33:12
11	K.Houghton/K.Long	Escort Mk2	P3	0:11:16	0:23:13	0:10:57	0:22:04	0:21:54	0:27:15	0:37:00		2:33:40
8	B.McCarthy/C.Harrison	Starion	P4	DNS	DNS	DNS	DNS	DNS	DNS	DNS		DNF
12	R.Johnson/J.Johnson	Corolla	P2	DNS	DNS	DNS	DNS	DNS	DNS	DNS		DNF
1	P.Mason/G.Fitzgerald	Celica	P3	0:09:18	0:18:16	DNF	DNF	DNF	DNF	DNF		DNF
9	M.Penfold/S.Bolt	1600	P3	0:09:49	0:20:39	DNF	DNF	DNF	DNF	DNF		DNF
6	R.Wilkins/R.Wilkins	Commodore	P4	0:09:58	0:20:57	DNS	DNS	DNS	DNS	DNS		DNF
7	D.Benson/C.McIntosh	Bluebird	P4	0:10:27	0:25:56	0:10:03	0:20:59	DNS	DNS	DNS		DNF
4	G.Meehan/G.Gifford	180B	P3	0:10:01	0:22:49	0:09:55	0:27:30	DNS	DNS	DNS		DNF
3	D.Kayess/P.Kayess	Sprinter	P3	0:26:58	0:20:13	0:09:37	0:28:52	DNS	DNS	DNS		DNF



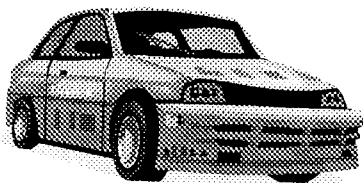
KALPOWAR IS BACK!!

- A MESSAGE FROM THE CLERK OF THE COURSE

It's been 5 years since the sound of rallying echoed through the Kalpowar Forest, but we've picked up the opportunity to reunite some old friends and to make some new ones. Kalpowar offers some of the most rewarding roads to be found and we've not tried to re-invent the wheel but instead retracing many of the roads the Central Coast Car Club have used in the past events, just reformatted.

Initial surveys show the roads to be in excellent condition despite the drought, with the only !!! Extreme Cautions being man-made - a series of jumps on one stage and a grid crossing on the 2nd). We've chosen 2 stages with allowable pace-noting in the morning then competed 4 times * on each, finishing early evening. A compact nature to the event sees a central service after each 2nd stage running and a distance of only 7.5km transport between services.

A 'Back to Kalpowar' camp has been incorporated into the event, so dig out anyone that's ever told one of those "you shoulda seen me when....." stories about Kalpowar, as they're sure to catch up with some old mates and relive the good 'ol days.



Anthony Tanzer
Clerk of Course
Ph: 0749383050

* This item has no regulatory value



EVENT PRE - RELEASE THREDBO IS GO!

An Exciting New Tarmac Rally Event

Australia Day Long Weekend 2008 (26th – 28th January)

Dear Motorsport Enthusiast,

As an interested party in our events, we are offering you the chance of a priority entry into the inaugural 2008 THREDBO SPRINT.

The THREDBO SPRINT will consist of 10 runs along a classic, 15 km section of the Alpine Way, from Tom Groggin to Dead Horse Gap. Additional stages will be run through the village each day.

Resort Management will be hosting a festival of speed, with a number of activities revolving around the Sprint event.

Bring the family - Thredbo is not just a winter playground. In the warmer months there are plenty of options to suit, whatever your pace. You can keep the adrenalin pumping with a wild mountain bike blast, explore the magic alpine environment as you climb Mt Kosciusko to the roof of Australia, or try your luck at fly fishing, tennis, swimming, bobsled, horseriding, golf or countless other activities that are on offer. There is a chairlift operating all year round.

The THREDBO SPRINT will start on Saturday afternoon with a 1.2 km Prologue, to be run through the village. It is then off to the course proper for the opening 2 runs. Both Sunday and Monday will begin with a 1.2 km run over the village stage, followed by 2 runs up the Alpine Way. Following lunch, there will be another dash through the village and a further 2 runs. A presentation function will be held shortly after the last run on Monday afternoon.

Entry fees for the event will be \$2600 (plus CAMS fee).

As we will only be taking limited entries, the following application will reserve your place in this great inaugural event. (All monies are fully refundable until the 10th November 2007).

Please note all event details will be released on www.mountainmotorsports.com.au in the next few days.

If you have any further enquires, please call at your earliest convenience.

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