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# Wheelspin

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September 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

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**Whoops! Wrong Way Wendy**

## Twin Cities Autosports Club Inc.

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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**

I've been getting a lot of good feedback about the magazine lately so keep the Reports, Stories and Articles flowing in. Thanks to everyone who has been contributing to this magazine, keep up the good work.

I think Stumpy has finally conned me into taking over the timing at the next hillclimb...he was such a happy man at the last one when he spent the afternoon as a spectator!

Wade (Swadey) Hickey

### **Secretary's Story**

**Meeting:** 10<sup>th</sup> September 2007  
11 Jackson St, Garbutt

**Meeting Opened:** 7.40pm

**Present:** Ron White, Greg Van Dinter, Aidan Kayrooz, Lindsay Stone, Kayleen Stone, Greg Wright, Gary Hickey, Wendy Hickey, Leif Hickey, Wade Hickey, Greg Fitzgerald, Ken Long, John Ranayne.

#### **Secretaries Report:**

- Motion put:
  - o TCAC to accept that the minutes of last meeting be true and correct.
- Seconded G. Wright. Passed.

#### **Treasurers Report:**

- o Absent.

#### **Club Captain:**

- Apologised for not helping out due to work commitments.
- Kerry is struggling for officials, please keep helping out in anyway possible. Every little bit helps.
- Thanked Goof for a great Kirknie Rally.
- Start thinking about the Christmas party.
- Woodstock needs to be followed up on. Greg W to follow up with Wendy on this issue.
- We have to keep the different events going on a regular basis to hold the interest of members.
- Mt. Stuart Sprint Tarmac Rally needs to be organised as next year is approaching rapidly. Need to form a committee and the ball needs to start rolling.
- The gas bottle motion was put forward and passed, so maybe we need to think of a new bbq to go with it as the current one is old, rusty and a health risk. For most of this year, Murray has been graciously putting his bbq up for club use so we have a decent one to use.
- Made contact with Pat Driscoll regarding the Motorsport Precinct/facilities. Gave a quick update on the status.
- Sam and Peter have been fixing up the clubby after Kirknie Rally. Sounds like it will be the best care the clubby has received in quite some time. Ron added a comment that the vehicle Ian Ogilvie had, that was to be used as a potential clubby will not go ahead as there are other plans in place for the car.
- Greg W has a car that is suitable for a potential clubby (brought up in earlier meetings), still looking into some options as Tafe declined the offer to become a "learning" vehicle for students.
- Various comments from various members and non-members have been made about the club being segregated into "clicky" groups. We need to pull together to improve and keep the club image.

#### **Publicity Officer:**

- Nothing to report.

**Presidents Report:**

- Introduced new interested member, John.
- Has been asked by CAMS State Office to fill in dates for events for the 2008 year. Discussion held.
- Stemming from that there was a long discussion about the hillclimb event and also officialing at various events. Discussed ideas on how to get officials at events. all club members need to think of ideas and will be followed up.
- Asked if anyone had followed up Heck about training. Discussion held. Ron will follow up.

**General Business:**

- Diamantina Rally Sprint booked in for 10-11 Nov.
- Bathurst Day. Discussion held. Booked in for a club party at club house on Bathurst (weekend of 6-7<sup>th</sup> Oct)
- Ironman date, set for 24-25<sup>th</sup> November.
- Christmas function will be held at club house, date to be confirmed at a later date. waiting to see what events are on.
- Whitsunday's Motorkhana to be held on 28<sup>th</sup> Oct. Looking for officials and entrants.
- Ron ran through two outstanding payments to be made.
- Ross Johnstone donated his Kirknie Rally entry fee to the club. He was not able to attend the rally due to him being ill, but donated the money. Thanks and appreciations were said even though he was not present.
- Tarmac Rally discussion held again.
- Lindsay spoke to Ken Willing regarding earthmoving on Mt. Stuart. Discussion held regarding recommendations made by him. Ron to pass on survey plan to Lindsay who will follow up further.
- Lindsay thanked for the video night. It was great and good to see all walks of club members and families mingle together in a friendly environment. Should hold another one in the near future due to the success of this one.

**Meeting Closed:** 9.20pm.

**A special thanks to Ross Johnson. He was refunded his entry fee to Kirknie Rally as he was unable to compete which he has kindly donated back to the club. So Ross...**

**THANKS from everyone in the club!**

# **What's On!**

All dates listed below are subject to change.  
Organiser details provided after event name.

## **Events:**

Sunday 14<sup>th</sup> Oct. – “King Of The Mountain” Hillclimb Round 4 *Kerry: 4775 2999*

Sat/Sunday 10<sup>th</sup> – 11<sup>th</sup> Nov. – Charters Towers Rallysprint TBC *Heckler:*

Sat/Sunday 24<sup>th</sup> – 25<sup>th</sup> Nov. – 2007 IronMan / Aluminum Lady TBC

## **Meetings:**

What: Twin Cities Autosports Club Meetings

When: 2<sup>nd</sup> Monday of each month @ 7.00pm

Where: 11 Jackson St, Garbutt (Hickey Cabinets)

## **Working Bee's\Training Days:**

TBA

## **Socials:**

Sunday 7<sup>th</sup> Oct. - Bathurst Party @ The Club House *Nathan: 0413 836 954*

Christmas Party – December TBA

## **Non-TCAC Stuff:**

Saturday 22<sup>nd</sup> Sept. – Rallying Of Classics

Saturday 22<sup>nd</sup> Sept. – 2007 Kalpowar Classic Rally

Sat/Sunday 22<sup>nd</sup> – 23<sup>rd</sup> Sept. – Australian Motorkhana Championships

Sat/Sunday 22<sup>nd</sup> – 23<sup>rd</sup> Sept. – Rallye Burnie (Tarmac)

Saturday 13<sup>th</sup> Oct. – NQ Bitumen Sprints *Marque Car Register*

Sunday 28<sup>th</sup> Oct. - Airlie Beach Motorkhana *Chris Lewis: 4945 2808*

## 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, Terratrap 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](mailto:neilj@iinet.net.au)

## **CAMS sets path for future change**

**CAMS Media Release**

13 Sep 2007

The CAMS Board, Management, a range of Staff and State, Commission/Committee representatives have returned from a two day offsite workshop – the aim of which was to take time out to set the strategy and direction for CAMS over the next five years.

It was a challenging yet hugely rewarding couple of days in which the team looked at the current state of CAMS and then planned the future direction and next steps. The team listened to the results from a substantial body of research into how stakeholders and members see CAMS.

From this information – which highlighted some crucial areas for improvement – the team made some powerful decisions which included:

- The critical evaluation and restructuring of the leadership within CAMS – starting at the Board level and working downwards;
- A renewed focus for CAMS which moved beyond regulation and extended to representing motor enthusiasts;
- A redefined role for CAMS which will now more explicitly include being a facilitator for a wide array of avenues of motor sport and also motor enthusiasts;
- A clear strategy of shifting and improving the brand of CAMS and communication within both the motoring and the wider community in general.

The team did a fantastic job at facing up to the current challenges, acknowledging both the successes and failures of the past and in committing to a new direction. The outcomes clearly demonstrate that CAMS has listened and is willing to act to rectify the identified deficiencies and deliver a new revitalised product and service to its members and the community.

The team walked away with an "anxious excitement" about implementing some real and ground breaking change. The change was driven by the desire to make CAMS a true and respected peak body for motoring in Australia and to do what they believed CAMS existed for – which was to bring the fun and excitement of motoring to the people.

This new strategic direction and renewed focus for CAMS is the basis upon which the Organisational Review will be undertaken by Ernst & Young, who have already commenced this review. This is an exciting period for CAMS and we should all strive toward the target set by the Board for implementing and launching the new refreshed organisation by December 2008, which coincides with the end of the organisation's 55th year.

No.	Name	CAR	Class	TIME 1	TIME 2	TIME 3	TIME 4	TIME 5	TIME 6	TIME 7	BEST
20	Johnny Moore	Holden Commodore	V8	0:00:50.03	0:00:48.20	0:00:48.98	0:00:48.48	0:00:48.86	0:00:46.65	0:00:47.04	0:00:46.65
19	John Moore	Holden Commodore	V8	0:00:49.03	0:00:48.79	0:00:48.18	0:00:50.64	0:00:49.46	0:00:48.59	0:00:47.80	0:00:47.80
18	Kay Gibson	Datsun 1600 Turbo	>3000	0:00:51.98	0:00:51.28	0:00:48.47	0:00:49.51	0:00:49.87	0:00:49.39	0:00:49.32	0:00:48.47
17	David Cooper	Nissan Coupe	4WD	0:00:48.49	DNS	DNF	DNS	DNS	DNS	DNS	0:00:48.49
7	Kyan Lacaze	Subaru WRX STi	4WD	0:00:51.54	0:00:50.85	0:00:50.82	0:00:49.15	0:00:50.23	0:00:50.90	0:00:49.63	0:00:49.15
9	Nathan Mullins	Nissan Skyline	>2000	0:00:53.50	0:00:51.57	0:00:52.12	0:00:51.70	0:00:51.23	0:00:50.06	0:00:50.68	0:00:50.06
11	Peter Trezona	Skyline R32	>3000	0:00:55.88	0:00:54.27	0:00:51.96	0:00:53.14	0:00:50.78	0:00:52.03	0:00:50.32	0:00:50.32
1	Don Giersen	Torana	V8	0:00:55.57	0:00:54.87	0:00:52.52	0:00:52.56	0:00:51.19	0:00:51.81	0:00:51.12	0:00:51.12
14	Matthew Cobbing	Cortina	>3000	0:00:55.52	0:00:55.49	0:00:52.95	0:00:54.75	0:00:52.52	0:00:52.84	0:00:51.29	0:00:51.29
17	Joel Humphreys	Skyline	>2000	0:00:54.50	0:00:54.94	0:00:53.19	0:00:53.33	0:00:52.62	0:00:52.64	0:00:51.44	0:00:51.44
3	Ben Shute	Corolla	>1500	0:00:54.38	0:00:52.23	0:00:54.65	0:00:53.17	DNS	DNS	DNS	0:00:52.23
21	John Sutton	Torana	>2000	0:00:55.41	0:00:55.38	0:00:53.66	0:00:52.78	0:00:54.08	0:00:52.31	0:01:05.45	0:00:52.31
4	Sean Kelly	Falcon XR8	V8	0:00:56.72	0:00:54.62	0:00:52.57	0:00:56.25	0:00:53.01	0:00:54.76	0:00:53.54	0:00:52.57
2	Lindsay Stone	Skyline	4WD	0:00:54.35	0:00:54.77	0:00:55.55	0:00:54.21	0:00:54.21	0:00:55.32	0:00:53.22	0:00:53.09
8	Justin Cobbing	BMW 320i	>1500	0:00:54.95	0:00:54.46	0:00:53.97	0:00:56.10	0:00:55.32	0:00:55.57	0:00:53.59	0:00:53.59
5	Wendy Thomas	Skyline Turbo	>3000	0:00:54.53	0:01:03.80	0:00:57.05	0:01:00.03	0:00:58.85	DNS	0:00:58.34	0:00:54.53
19	Llew Thomas	Skyline Turbo	>3000	0:00:57.80	0:00:58.91	0:00:55.55	0:00:55.13	0:00:57.68	0:00:57.30	0:00:57.62	0:00:55.13
18	Terry Saville	Clutman	>1500	0:00:59.51	0:00:57.73	0:00:57.07	0:00:56.47	0:00:57.41	0:00:55.56	0:00:56.68	0:00:55.56
12	Ken Houghton	Escort	>1500	0:01:00.01	0:00:57.97	0:00:57.10	0:00:57.05	0:00:55.73	0:00:56.57	0:00:56.68	0:00:55.73
22	John Womersley	Escort	>1500	0:00:56.14	0:00:58.31	0:00:57.28	0:00:57.31	0:00:56.57	DNS	0:00:57.86	0:00:56.14
13	Peter Hinrichsen	Ford Escort	>1500	0:00:57.97	0:00:57.17	0:00:56.88	0:00:57.66	0:00:57.26	DNS	DNS	0:00:56.88
16	Graeme Russell	HSV GTS	V8	0:01:02.77	0:01:02.75	0:01:02.93	0:01:02.87	0:01:04.07	0:01:02.05	0:01:02.60	0:01:02.05



## Kirknie Rally – Still Recovering...

*By Deb Melrose*

Well, Kirknie has now been and gone and for those of you who missed it, bad luck, you missed out!

The property really is a great place to hold a rally – so many thanks to Glen and family – they are always keen to see us come back and race again.

Also thanks to Greg and all the others involved in getting the rally organized. The "Gate People" deserve medals for sitting out in the wilderness waiting for cars to come through and fighting off cattle, brumbies and dust!

Thirteen entries, eleven actually competed and five finished. Lots of broken cars. Peter and I were in the Recovery Vehicle and we actually only had to tow 2 cars and drop one driver back to the service area to pick up his trailer. The Nissan patrol really is cosy with 3 people in the front. I had to become a contortionist so that Peter could change gear. I will leave that up to your imagination! All the other non finishers retrieve their own vehicles. The Club Datsun, Sweep, actually managed to finish the whole event, but only just. All the oil fell out at the finish and we had to tow them back to camp.

Peter and I had a lot of fun following the cars around. But the Nissan Patrol really isn't setup as well as a rally car and Peter really had to hang onto the steering wheel at times! The road and car combination sometimes caused problems! We didn't have a Terra Trip so some of it was guess work. We didn't miss any turn though! But that was purely due to the skill of the Navigator! Some of the corners were a bit wide but then, no terra trip, give me a break! Peter handled it all really well. Even though we weren't racing we were really tired after a day of screaming around the property.

The "Gate People" had various ways of entertaining themselves and all the passing vehicles. Hans – it's just as well you didn't actually throw anything at us – we would have come back to get you! Murray, you really had a good setup didn't you! Faye, Alan and Dave had their motorbike and beer. Actually lots of people had beer – we were offered a few. Dianne and Kaye learnt how to crochet and the couple on the green Territory flattened their battery – doing what I don't know. No doubt all of this stuff passed the time. We did try to entertain you all as we drove passed. Wendy, I had to yahoo out the window because you do it to me at the hillclimb! Anyway thanks to you all.

Peter had an interesting time towing the toilet trailer home on Sunday. We found out the hard way that it didn't have a spare tyre! We had to leave it beside the road, just out of Ayr, come home, find a 5 stud, 14 inch wheel/tyre and go all the way down to Ayr again. Luckily the tyres/rims on Lance's work trailer fitted. So, the hire people had to pick the trailer up from out place on Tuesday and bring a rim with them. I politely suggested perhaps a spare tyre on the trailer would be a good idea! Luckily they didn't charge us for trashing their tyre – it was pretty stuffed by the time Peter stopped.

Well, another rally is over, and the mighty Escort finished this one too! See you next time.

## **Mini Off Road vehicles in Khanacross events**

### **Technical Update**

27 Aug 2007

It has recently come to the attention of the National Motorkhana Committee (NMC) that there was an incident involving a Mini Off Road vehicle during a khanacross event earlier this year where the driver sustained several injuries during a rollover.

Upon research it appears that there are a number of different vehicles of this type manufactured overseas and imported for sale in Australia, primarily as off road recreational vehicles. Vehicles at the bottom of the range have small engines: however some of them have a capacity of up to 1600cc. Therefore the larger-engined vehicles have some sporting potential. All of these vehicles have a factory-fitted roll cage that appears not to comply with CAMS' requirements as set down in Schedule J of the CAMS Manual.

For these vehicles to be eligible to compete in khanacross events they must comply with Group 4H Motorkhana Cars and the Khanacross Regulations. They fall within the classification of 'Specials' in these regulations and for khanacross must therefore have ROPS complying with Schedule J. Another area where some of these vehicles do not comply with the khanacross rules is that they are under the minimum wheelbase requirement of 1800mm.

All clubs conducting khanacross events, as well as Scrutineers and Stewards, should ensure that the provisions of Group 4H Motorkhana Cars and the Khanacross Regulations are adhered to when these events are conducted.

A proposal to change the rules to allow this type of vehicle to compete in khanacross in the future is to be discussed at the next meeting of the NMC on 24 September 2007.

## **Rumour File – Safety Cages**

### **Technical Update**

27 Aug 2007

It is quite amazing how well Chinese whispers work in motor sport. If CAMS wants to highlight something to its members, we put it on our website and in the CAMS Magazine, yet it is still likely that half of the intended audience never hears about it. Discuss something in the quiet of a boardroom meeting and you can guarantee that the whole world knows half of it before the lights are switched off. Such is the case with the future Safety Cage regulations.

A rumour currently in circulation is that CAMS will require full compliance with the FIA Safety Cage regulations from 2008. Well, that is not true, and in fact there is a move to open up a range of other options.

The CAMS Technical Committee has been discussing safety cages, and in particular the ever increasing requirements of the FIA. The present CAMS Schedule J is heavily based on the 2000 FIA Safety Cage requirements, with some upgrades being made along the way. A couple of high profile fatalities in Europe in 2003 gave impetus to a number of

FIA safety initiatives, resulting in some considerable upgrades to safety cages including a recent re-write of the regulations. The major upgrades included a cross in the main hoop, roof diagonals and A-Pillar reinforcements, as well as gusseting to reinforce. Be left in no doubt that the current FIA requirements will produce cages with unprecedented levels of occupant safety, together with high levels of chassis rigidity. This therefore represents a strong incentive for CAMS to fully adopt the FIA requirements.

However, the CAMS Technical Committee is also aware that these safety cages are more expensive to manufacture and make access more difficult. The presence of the A-Pillar bar also makes registration much more difficult, if not impossible in most states. This poses a dilemma and one that has caused considerable internal debate.

Recognising that the vast majority of competition activity in this country is at club level, the Technical Committee has proposed the creation of a complete new set of Safety Cage regulations targeted at this end of the sport. These regulations, whilst not yet finalised, will move away from the stringent FIA requirements in favour of a cheaper structure that maintains most of the safety benefits of full FIA cages, but in a format that will facilitate dual use, general ease of access and the ability to register the car insofar as is possible.

These 'CAMS-specification' Safety Cages are intended to maintain the use of the current demountable couplings to facilitate 'kit cages', not require massive cutting of interior trim or holes in the body shell. They are not however intended to be used by serious competitors with dedicated cars such as those competing in National Championships or Series, as well as those competing in higher risk activities. In such cases, the intent will be to adopt full FIA-specification cages for new cars, which is perhaps where the rumours started. As we have done in the past, vehicles issued with a Log Book prior to the implementation of the new regulations will in most cases be exempt from the new requirements.

Who then decides which vehicles and which events will require FIA- or CAMS-specification cages?

This will be at the discretion of the appropriate CAMS Commissions. At present, the Commissions have not been presented with any proposals. Indeed as mentioned earlier, the proposals haven't even been finalised. Given the need for consultation and notification however, the earliest date for the implementation of any new requirements would probably be 2009, although it is possible that the less stringent CAMS-specification regulations may be introduced earlier than that.

Safety cages issued with a CAMS Certificate (Homologations) will be required to fully comply with the FIA Safety Cage Homologation Regulations from 1 January 2008.

The Twin Cities Autosports Club is seeking expressions of interest from businesses within the club or involved with motorsport to have a nominated space allocated (in black & white) in the magazine advertising their business/services. This will be free. Anyone wishing to advertise please contact the Wheelspin Editor or Club Captain (details can be found on page 2).

## IMPORTANT GENERAL NOTICE

The Club Meeting night is the 2<sup>ND</sup> MONDAY OF EACH MONTH, at 11 Jackson St Garbutt (Hickey Cabinets)

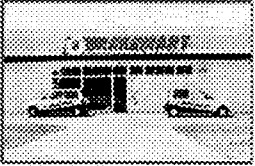
If the meeting night falls on a Public Holiday, the meeting will be on the Tuesday night instead. If you are unable to find the meeting, please contact one of the board members (details on page 2).

## THANKS TO OUR REGULAR SPONSORS:



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