

# Wheelspin

August 2009

[www.tcac.net.au](http://www.tcac.net.au)

Ph/Fax: (07) 4728 1448

Official Newsletter of the TOWNSVILLE CITY AUTOSPORTS CLUB Inc.

ABN 16 507 002 943

PO Box 7697, Garbutt QLD 4814

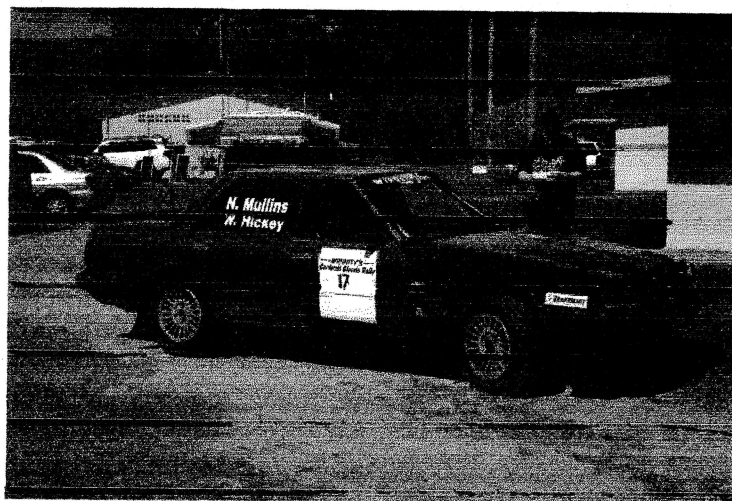
## Wrighty's Cardwell Classic Rally 2009

### **1<sup>st</sup> Outright**

Driver: **Greg Van Dinter**

Co-Driver: **Richard Wall**

Time: **1:17:45**



### **2<sup>nd</sup> Outright**

Driver: **Nathan Mullins**

Co-Driver: **Wade Hickey**

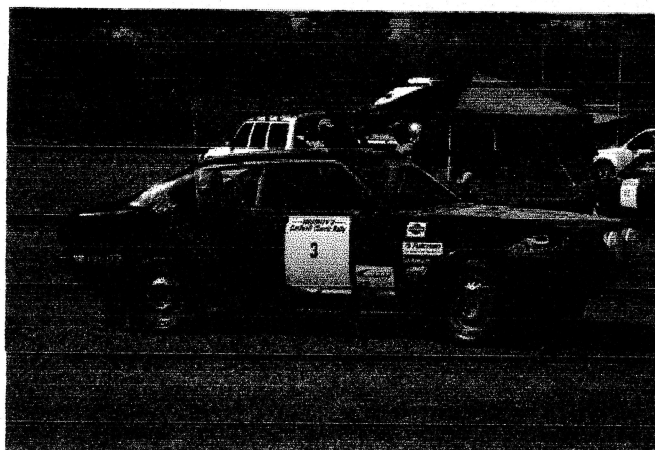
Time: **1:21:52**

### **3<sup>rd</sup> Outright**

Driver: **Gary Meehan**

Co-Driver: **Greg Gifford**

Time: **1:22:18**



# Townsville City Autosports Club Inc.

**Committee Members and Office Bearers for 2009**

**President:**

Greg Wright  
Ph: (07) 4775 2202  
Mob: 0417 609 577  
Email: heartbeat53@msn.com

**Vice President:**

Ron White  
Ph: (07) 4771 7928 (w)  
Mob: 0438 710 262  
Email: ron.white@defence.gov.au

**Treasurer:**

Kerry Cobbing  
Ph: (07) 4775 2999 (w)  
(07) 4773 7665 (h)  
Email: kcobb@westnet.com.au

**Secretary:**

Leif Hickey  
Ph: (07) 4771 3349 (h)  
Mob: 0405 150 385  
Email: ldhickey@westnet.com.au

**Club Captain:**

Kristy Baldey  
Mob: 0411 277 513  
Email: mycarzpurple@yahoo.com.au

**Editor:**

Wade Hickey  
Ph: (07) 4771 3349 (h)  
Mob: 0413 290 786  
Email: wade.hickey@townsville.qld.gov.au

**Social Director:**

Sam Woodger  
Mob: 0408 985 084  
Email: s.woodger@bigpond.com

**Publicity Officer:**

Gary Hickey  
Ph: (07) 4725 4401 (w)  
Mob: 0400 810 232  
Email: hickeycabinets@westnet.com.au

**Committee Members:**

Ken Long, Greg Fitzgerald,  
Lindsay Stone

---

**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 Townsville City Autosports Club Inc.

---

**Editor's Editorial**

Committee Members...Reports!!!

Remember without stories or info or reports there is nothing to put in a magazine...

Cardwell was a blast, big thanks to Wrighty and his band of merry helpers for organising it. I must also congratulate Goof & Richard on a great drive and a well earned victory. Nathan...you're one hell of a driver and I'll happily sit beside you again...gotta go back and show those escorts that you need that Datsun difference.

Couple of Come 'N' Try days coming up so drag out everyone you see who might be interested, it's bound to be some fun!

Mossman...well what can I say. It's a wild bit of track and I'm eager to have another go, it's a must do and see for anyone who loves an adrenaline rush!

Wade (Swade) Hickey

## **Presidents Perspective**

C'Mon Wrighty!!!!

## **Chronicles of the Club Captain**

A big thank you to those who went out and did some flagging for the Charters Towers motorcycle club on Saturday 18th July.

Please can all directors of events send there information on there entrants and officials etc. It's the middle of the year so time is dwindling away, before we know it we will be in December. So CHOP CHOP! :)

Thanks  
Kristy

## **Publicity Goes Public**

Rallysport Magazine website ran a report leading up to Wrighty's Cardwell Classic Rally and a follow up report with results. They also have photos in the photo gallery section of their site. Look for the link on the clubs website for Rallysport site.

Auto action magazine had Wrighty's Cardwell Classic Rally listed in its "Whats On" section the week of the rally.

The Townsville Bulletin, Townsville Sun and Herbert River Express ran lead up reports on Wrighty's Cardwell Classic Rally.

The Townsville Sun ran a follow up report with a photo of never give up Woodger/Trezona and results.

The Townsville Bulletin ran a follow up report with a photo of Greg Van Dinter/Richard Wall coming out of the dust through the forest on Kennedy North stage.

The Herbert River Express ran a follow up report with a photo of Gary Meehan/Greg Gifford and one of Nathan Mullins/Wade Hickey.

I would like to thank Greg Van Dinter for writing the lead up report for me to send out and I did the follow up dribble.

Auto Action Magazine had the results from round 3 of the King of the Mountain Hillclimb in it and the Townsville Bulletin ran a report with results and photos of the winner Kim Gething and his car.

I would also like to thank Bob at Bayswater Radiators again for his continued support with the ad on the front page of the Sun newspaper each week. Please support those who support us.

For info on what is happening keep checking our website [www.tcac.net.au](http://www.tcac.net.au)

Gary

# **What's On!**

All dates listed below are subject to change.

## **Events:**

Sunday 13<sup>th</sup> September 09 – Come 'N' Try Khanacross (Charters Towers)

Sunday 20<sup>th</sup> September 09 – Come 'N' Try Motorkhana (T'ville Dragstrip)

Sunday 27<sup>th</sup> September 09 – Hillclimb Rd 4

November 09 – Ironman (Date to be Confirmed)

## **Meetings:**

What: Townsville City 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:**

## **Non-TCAC Stuff:**

Sunday 30<sup>th</sup> August 09 – Tonker Park Khanacross (Whitsundays)

Thurs – Sunday 3<sup>rd</sup>-6<sup>th</sup> September 09 – Repco Rally Australia (WRC)

Sunday 6<sup>th</sup> September 09 – Mossman Khanacross

Wed – Sunday 18<sup>th</sup>-22<sup>nd</sup> November 09 – Classic Adelaide

See [www.nqkhanacross.com.au](http://www.nqkhanacross.com.au) for details, dates and results on the NQ Khanacross Championship

## **2009...**

The year, thus far has been very mixed and exciting. With plenty of opportunities to try new forms of motor sport, hone existing skills and learn new ones.

**January** turned out dull & boring with nothing happening except the talk of proposed events throughout the year.

**February** saw some, learn new skills & techniques in a totally different environment & rally car. **Ayson's Autocross** in the Otago region in New Zealand's South Island was an eye opener. No trees, dust, or dips, just a smooth, grassy, slightly undulating paddock. With paperwork done & the grand sum of \$15.00 entry fee paid, the course beckoned the 44 entrants. Differing to Australia, competitors compete in no particular order & can complete the required number of laps at their leisure. Apart from a bit of oil overflow smoldering, the rev limiter bouncing & the muffler coming loose, the little orange Starlet showed lots of promise. By days end, the locals were ruing the roughness of the course, which to Aussie standards was still velvety smooth. The rules, running & timing of the event is a very simple & informal offshoot of the Australian way & works exceptionally well.

Back in Australia **floods & fires** were taking their toll, making it a February etched in history

**March** & the NQ February rain fall was still playing havoc with motor sport events. The club **AGM** was followed by a casual BBQ allowing the newly nominated committee to relax & swap tales with members before settling into their roles for the coming year.

The **2009 Hillclimb Series** started with 20 competitors & a great win by Marcus Nuutinen in his Skelta G Force. The win produced some good publicity for both Marcus, his Skelta & the club.

**April** started with a Club Chief **Training** module, conducted by Heckler and attended by members of TCAC, WSCC & DSMSA. Heck regaled attendees with entertaining tales of past incidents ensuring all remembered the module training contents. From all reports "assessment please" is the latest catch cry.

**Nathan's Khanacross** at the Charters Towers Motorcycle track provided a much needed adrenalin release. With plenty of competitors including Michael Marson's Kadco buggy & Shane Ogilvie's Maverick ute, layouts that kept you on track & courses that tested the old grey matter the weekend was a great success from every angle.

Sun City Raceway saw the start of the **Bohle Sprint Series**. The series is highly contested each year with competitors coming from a wide variety of clubs & traveling from as far afield as Peak Downs & the Tablelands.

Sun City Raceway also played host to the **National Kart Racing** Championships, a dream long held by founding raceway members. The event attracted huge interest, helped the Townsville profile & economy & proved to be winner.

**May** madness set in early with **Rally Q ARC & APRC** at Imbil. Ably lead by Errol Bailey, Brian Everitt, Bereniece, Eugene, Chris & an amazing number of proficient cohorts. This event is a must see, must do, in either an officiating, competitive or spectator capacity. Being on hand, as jack of all trades, to help set up provides a valuable insight into the machinations of an event that has been ongoing for 18 years. The command centre, housed in a school classroom is either an electronic technicians Pandora's box or worst nightmare. Not learning a lesson from last years event the Hickey's again put their hand up to help out. Adroitly guided by Brian & Errol & tutored by Maree Fischer, Leif & Wade learnt the true meaning of the bull sea lions mantra, radio & voice control & how a swan can appear so serene above water while all hell is breaking loose below. Gary was assigned to help in a course car carrying the rally clocks and to

assist wherever needed. Wendy assisted media guru, Chris Nixon with media accreditation for local & overseas reporters & photographers, media events & sponsors rides. Lesson learnt .....once involved with this "family" hands, automatically go up for the next year.

**Otago Rally** in the South Island of New Zealand again proved a major draw card for Australian rally drivers with 10 cars competing. Alister MacRae, now hailing from Perth headed the field in a MKII Escort - visit [www.alistermacrae.com](http://www.alistermacrae.com) for his story. TCAC was represented by Philip Mason in a Nissan Bluebird, Leif & Wade Hickey in a Toyota Starlet & Keith & Mary-Anne Callinan in an RS Escort. The MKII, Bluebird & Starlet all came under the management & services of New Zealand based, Paul Goatley & his crew. Phil & usual co-driver Greg Fitzgerald have been regulars for many years at the Otago rally & have forged some strong NZ friendships & contacts. Out growing the Starlet last year, Phil, on-sold it to Leif & Wade who are now continuing the NZ rally experience. With extremely good stages and incentive packages for Australians the Otago Rally is rapidly growing in popularity. Just ask Phil, Fitzzy, Oges, Kenny H, Goof, Stump, Keachy, Pete M, KC, Mary-Anne, Kayess family, & Leif & Wade for their views.

**Kristy's Khanacross** attracted 18 competitors with several drivers and / or cars coming out of mothballs providing some good slick competition. Word has it, if Keachy could have competed both days & Travis could have had more time behind the wheel, Stump would have had a major challenge on his hands to win first place.

The 2009 **Hillclimb Series** round 2 was hotly contested by 22 competitors. A bit of spice has been added with the new chicane layout, giving drivers a talking point & a re-assessment of their driving line & skills. Paul White in his EVO 6 proved unbeatable on the day.

**Sun City Raceway** saw the second round of the **Bohle Sprints** being held. After the first round was held as a "getting to know your competition & the track," competitors were more focused on perfecting the techniques and setting themselves up for a series end podium result.

The month ended with the final preparations for the Mt Stuart Sprint including a hill side clean up & officials briefing & training.

**June** dawned with the staging of the third **Mt Stuart Sprint**. With 13 very competitive cars comprising Celica, Datsun, Escort, Mazda, Nissan GTR, EVO, Astra, Commodore, Tuscan & Skelta there was something to appease everyone's fantasy. The mountain kept everyone on their toes with only one "bugger" moment, from Coops & Wade. The entire weekend's camaraderie was exceptional due mainly to the caliber of the entrants & the outstanding effort of the volunteer officials. The officials' prize draw of accommodation & breakfast for 2 at Mercure was won by John Colee, a long time motor sport devotee.

The annual **Tattersalls Finke Desert** race was won by back to back winners Dave Fellows & Andrew Kittle in the car section & 3 in a row winner Ben Grabham in the bike section.

Townsville's Geoff Pickering & Mark Henderson placed first in the Production 4WD class

**Whitsunday Sporting Car Club's** new Tonker Park track hosted the first round of the **NQ Khanacross Series** attracting 21 series entrants & 18 enthusiasts. Saturday marked the naming of the track in memory of Tonker, a pivotal member of the motor sport fraternity. With a new, interesting & unknown track at their disposal competitors had a ball. After rain overnight, Sundays' main challenge was not to get bogged. Travis achieved the quickest time of the day out of the garage albeit on foot. Mingled with some great competition & agonizingly slow times, mud was flung, muscles ached from pushing, & tears of laughter were seen everywhere. All vowed they would be back for the next event that Ross, Drew & gang organize.

The Rocks Sports Reserve, Ayr was the scene of the **Burdekin 120 Off Road Event**, run by the Burdekin Offroaders. The reserve combines easy access, an awesome camp ground & facilities, a good spectator area & a course that can test the serious off-road competitor. Vehicles ranged from mega dollar to the home grown special. Amity, fun, great racing & good food was the achieved agenda.

A CAMS **Circuit training** module, necessitated by the pending Dunlop Townsville 400 V8 race was conducted by Ron White for the events' volunteer officials. All who attended found it an eye opener & very informative. As the Townsville 400 event is in Townsville for the long haul this module will undoubtedly become a training staple for each year.

**July** heralded in **Kerry's Khanacross** at the Charters Towers Motorcycle track. Taking on board Goofs comments regarding layouts on paper being helpful, Kerry provided each competitor with a detailed drawing (thanks Justin) of each course. Relocating the start garage & timing tent also threw a different slant on the event. Numbers were down a little, enabling competitors to have more runs & enjoy the company of like minded persons. Saturday night saw 13 very happy, harmonious people partake of a meal at a nearby hotel. Competition concluded Sunday to the chorus of "not you again Stump" at trophy presentation & congratulations to Kerry on one of the best meetings held. Ways and means of impeding Stump are now being looked at.

**The Strand** was the show place for some of Townsville's finest motor vehicles with a street cruise & a show & shine. Encouraged by **DECAMAG** to represent TCAC, Nathan Mullins displayed his R30 Skyline, Gary Hickey displayed Leif & Wade's Mazda & Greg Fitzgerald displayed the Celica. Armed with club information flyers, they handed them out to a large number of interested persons.

The **Dunlop Townsville 400** put Townsville on the map with the upbeat publicity & the running of a very successful event. Everyone in attendance has a vivid memory or story to tell about some aspect of the event and a treasured hat or shirt. With promises of the inaugural hiccups to be rectified and the formulation of a bigger and better event each year it should be a winner. How many people attending the event did you talk to, that you actually knew?

The fourth round of the **Bohle Sprint** was a full house, with 40 plus competitors. Wade Hickey ventured from the dirt to the bitumen, driving Peter Trezona's skyline, achieving some reasonable times. Lorna Love was heard muttering in the background about Ross's driving skills while Lindsay Stone carried out a quick tyre change for better traction. Lauren Sutherland, with main sponsor on hand, proved she will be a serious motor sport contender in coming years and that teenage girls are capable drivers. Lots of TCAC members are well placed in the series. Meanwhile, on the opposite side of the road the **Townsville Dragway** hosted a successful major meeting featuring the Bandag Bullet truck.

The third round of the **Hillclimb Series** was won by Kim Gething in a Skyline GTR. Comprising 19 competitors & only a minor problem with Danny Morice's Commodore ensured competitors had 8 runs for the day. Competitors are still coming to grips with the new chicane layout & timing set up which is reflected in the times & odd white pinstripe. With Stumpy away, Wade was given the task of setting up & manning the timing which played the game till the last car's run. Kerry, his checkpoint officials & Blue's radio operators guaranteed another excellent meeting was held.

**Walsh's Motorkhana** held at the Townsville Dragway attracted 20 eager competitors. With the demise of the Cluden Park venue 10 months ago motorkhana proficiency was at an all time low during the morning courses. Cries of too narrow, too short, too close, too hard had abated by the afternoon with the emergence of lost skills. Congratulations must go to the first timers and juniors who by days end showed they had looked, listened and learnt. Well done Simon & Teisha. A big thanks goes to John from Walsh's Autos in Garbutt for his sponsorship and Pete and Coops who showed John what it's all about.

**August** and **Wrightys Classic Cardwell Rally** has been run and won by Greg Van Dinter and Richard Wall in Greg's smart looking, hard charging Escort. Nathan Mullins and Wade Hickey were second in the orange Skyline showing the versatility of car and driver. Gary Meehan and Greg Gifford came third in Gary's neat, durable 180B SSS Datsun ensuring Greg had a little something to take on the long haul home to central NSW. After a very healthy 2009 wet season the forestry roads proved to be a tough task master for the 22 starters, rendering 10 out of contention by rally end. Gerard McConkey navigating for Shane Ogilvie viewed the course from a whole new angle and vowed, undeterred, he would be back. Lindsay was seen scampering from one car to another, helmet in hand and no one could take the smile off Justin and Gillian faces until the early demise of their engine. Ross and Janette were over the moon with their finish albeit via the scenic route and Stump is to be revered for his patience Sunday morning awaiting Chris's return to sobriety. A big thank you to all the officials whom without, this rally would not have taken place. Your time and assistance is greatly appreciated by all competitors, their family and crew.

**NQ Khanacross series** round 2 held at Mossman saw 19 entrants battle it out for points. Held on the side of a hill it held newcomers to the track in awe. With track sightseeing spots and special points of interest pointed out to newcomers the first few runs saw the locals' driving techniques and race lines being closely watched and learnt. Any initial track trepidation had disappeared by mid afternoon with some impressive times and driving skills coming through.

The end of August and **fires** are still playing a major role in Australia's day to day life with total fire bans in Queensland now in force.

### Coming up –

**Tonker Park** Whitsunday Sporting Car Club are holding a khanacross on the 30<sup>th</sup> August

**NQ Khanacross** series will be hotly contested over the next 2 rounds being held at Charters Towers and Mossman

**Mt Stuart Hillclimb** Series Round 4 will confirm the 2009 winners. Contact Kerry Cobbing for more details

**WRC** in Northern New South Wales early September. Lots of NQ motor sport fan interest with group bookings on transport, accommodation and spectator passes being organized.

**Come And Try Khanacross** will be held on 13<sup>th</sup> September at Charters Towers Motorcycle track. Watch web site for details or contact Greg Wright

**Come and Try Motorkhana** will be held on 20<sup>th</sup> September at the Townsville Dragway. Watch web site for details or contact Gary Hickey

These events will be used to promote the club and its' new name Townsville City Autosports Club Inc

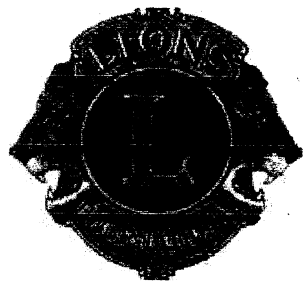
**Bohle Sprint Series** still has plenty of action in store over the coming months

**Townsville Dragway** is still holding regular meetings for the drag racing enthusiast.

**Off Road Racing** clubs have meetings pending at Townsville, Charters Towers and Moranbah

**Townsville City Autosports Club** Inc has Motorkhanas, Khanacrosses & the end of year Ironman - Aluminum Lady event coming up on dates to be confirmed.

Whatever your interest, there is a **motor sport** event happening each weekend in NQ- check out what takes your fancy



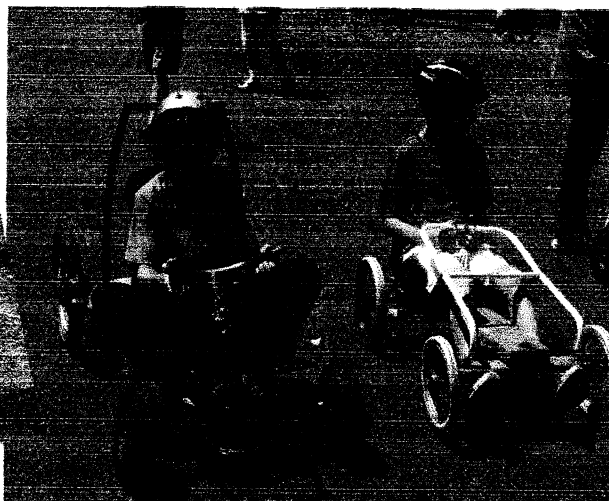
Lions Club of Malanda Inc.

presents the

# Southern Tableland Billycart Races Sun 20th Sept 09

**Classes** – under 8's, 8 – 12,  
13 – 17, Open, Open Ladies  
School Cup, Corporate,  
Community Group Challenge  
Fastest Billycart & Quickest Time

Face the Starter on  
Malanda's Big Hill  
& win great  
Prizemoney \$\$\$ &  
Trophies



***...great Family entertainment  
Food & Drink, Giveaways, Rides, Music  
and much more !!***

***See the baby Austin car race a  
billycart down the hill, the Luge &  
Skate demonstration !!***

Phone 40 966 999 for more detail or  
mail: [malandabillycars@bigpond.com](mailto:malandabillycars@bigpond.com)

**Entry Forms & Rules from:**  
**Malanda**-Ye Olde Hairdressing  
Shoppe, Bakery, Post Office &  
Eacham Accounting.  
**Tarzali**-Roundyard. **Millaa**-Tobins  
**Ravenshoe**- Foodworks, Newsag.  
**Herberton**- Mobil. **Tolga** -T/Away  
**Atherton**- Mobil 24hr, Network  
Video, Office Choice, Louise St  
T/Away. **Mareeba**- PCYC,  
Brumby's, Sports North.  
**Yungaburra** – Pitstop Servo

**Times**  
**Issued at 6:31 PM 11/08/2009**  
**Sorted by Total Times**

2

---

## **Classifieds**

### **Ford Laser KF TX3 turbocharged 4WD rally car**

1800cc turbo, water/air intercooler, 5 speed dogbox, centre and rear LSD, 5.2:1 gears, power steering, Terratrip, Terraphone intercom, harnesses, FAI approved seats, CAMS logbook, all safety gear, Proflex 55mm front and 40mm rear fully adjustable struts, drilled and slotted rotors, racing pads, stainless braided brakelines, adjustable brake bias. Full competition history. Full Australian compliance and full Qld road rego (435-KHN) until November 08. Very competitive rally car with many outright and class wins.

**\$11,500.00.**

Call 49452808 or 0409649001.

---

### **1993 Nissan NX-R**

2 Ltr SR20 motor, 5 speed manual, Targa Roof (Removable), Electric windows & Mirrors, Pioneer CD/radio / 4 speakers, AirCon, All new Koni adjustable struts F&R, New A/C compressor/Regassed, New hatch gas struts

**\$4600.00 Neg.**

More info at <http://smokie.ws/nxrsale> or phone Jack 0419 178 169

---

### **1977 Leyland Mini Clubman LS**

Ready to drive away.. R/w & Qld registered,

998 motor bored out to 1030cc. ACL pistons, double row timing chain, \*282\* cam grind and balanced. 1.75 HS6 SU, Pulsar electronic distributor, Bosch GT40R coil, Gemini starter motor, electric fuel pump. 65A alternator, 9" thermo fan, re-coned radiator, auxiliary radiator, hi volume water pump. 1.215" Cooper inlet valves.. 1.062" O/size exhaust valves.. Cb4-8 Double valve springs. Ports have been open up to gasket size. Heaps done to this car and it is ready to drive away...

**\$7500.00 Neg.**

More info at <http://smokie.ws/minisale> or phone Jack 0419 178 169

---

### **Wanted**

Extractors to suit Toyota 3t motor. Twin side draft webbers with or with out linkages and manifold to suit same

Call Mark on 0407 935 919

---

### **1977 Datsun 180B**

Needs work, incomplete project car. Comes with 2 Engines (1x1800 & 1x2000), 2 Gearboxes (1x4sp & 1x5sp), 4 15" Mags and 5 14" Mags and Welded rear diff

**Make an Offer**

Contact Peter Hinrichsen on 4727 9620

---

### **Folding Engine Hoist**

2 Tonne Capacity, 4 position boom, Excellent condition

**\$250.00**

Call Greg on 0417 645 710

---

## **Discussion Paper - Rally Car Eligibility 2010**

### *Australian Rally Commission Communique*

At its most recent meeting on 23 July 2009 the Australian Rally Commission (ARCom) considered a number of proposals arising from the recent survey of stakeholders regarding eligibility issues for the Production Rally Car category.

ARCom also considered a proposal to formally introduce a new vehicle class for rallying to provide a more suitable entry point to the sport based on the "Schedule R" model.

Firm proposals are now on the table for consultation with the wider rally community with a view to finalising the eligibility requirements for commencement from 2010. Comments on these proposals are being sought by close of business 28 August 2009, which should be sent to [rally@cams.com.au](mailto:rally@cams.com.au)

#### **Club Rally Cars**

ARCom considered a proposal to implement a new "Club Rally Car" group for gravel events that allows the range of freedoms that many competitors find attractive in the 'non-series' competitions provided by some organisers for vehicles complying with the CAMS General Requirements for all Rally Cars (Schedule R).

ARCom considered that the philosophy that should underpin this new category is one that encourages new competitors into the sport in lower level competitions enabling them to use a vehicle that may not comply with an existing rally group, and which would not necessarily be expensive to own or maintain.

It is not ARCom's belief that vehicles entered in this introductory category should be evolved to the point where very expensive and technically advanced competition vehicles such as sports sedans are capable of entering events, however, few other restrictions were thought to be needed with registration and budget constraints providing adequate controls.

The competitions for which the new group would be eligible are under consideration, though it is aimed primarily at the introductory level.

The proposed basic specifications for vehicles eligible for this group are as follows:

- 'full' road registration or rally/historic car specific 'registration' is required. The utilisation of 'single use' unregistered vehicle permits would specifically not be permitted;
- safety elements of the car shall comply with CAMS' minimum standard for special stage rallies as outlined in Schedule R and the relevant Schedules of the General Requirements for Cars and Drivers in the CAMS Manual of Motor Sport;
- engine substitutions are permitted subject to the following criteria:
  - the engine shall be of the same type as the original e.g. a car originally fitted with a piston engine shall remain fitted with a piston engine.
  - the engine shall have the same number of cylinders (or rotors, if applicable) as the original car;
  - turbo/superchargers are permitted only where fitted on the original car;
  - driveline configurations must remain as standard e.g. a front engine, rear wheel drive car must remain so configured;
- with a view to discouraging expensive modifications, the use of titanium, carbon fibre &/or Kevlar is prohibited, except where it is standard to the car in question, when used as underbody protection, or where incorporated into safety equipment complying with a recognised motor sport standard. e.g. competition seats to the FIA standard;
- all other elements of the car are free, subject to conforming to the requirements of the registration authority issuing the registration for the car.

Consideration is being given to whether Club Rally Cars should be 2WD only or whether all of the modifications should also be available to 4WD vehicles. Views are being specifically sought on this issue.

**Production Rally Cars (PRC)**

ARCom considered the range of responses provided by stakeholders to the survey on PRC circulated in May 2009. The proposal to introduce a Club Rally Car class sweeping up the range of vehicles that might have formerly sought to compete in events allowing Schedule R or "all comers" classes influences the approach taken to some of the proposals that had been suggested for PRC - for example in relation to substitute engines.

The philosophy underpinning ARCom's approach to PRC is that it should remain one of the premier categories competing for outright honours in Australian Championship series and therefore should continue to sit alongside other international categories such as Group N, Group R and S2000 for the foreseeable future. The basis of PRC is to provide for some flexibility for competitors to enhance durability and reduce costs through the modifications they are permitted to make to their vehicles.

ARCom recognises that there is a risk here that needs to be balanced in that increasing the flexibility of the platform to allow modification, can lead to dramatic increases in performance and costs when taken to extremes.

The following potential changes arise from the survey with ARCom having distilled the input it has received to date. It is an approach that attempts to strike the right balance between allowing competitor's flexibility within the PRC framework to make cost effective vehicle modifications with the risk that if taken to the extreme, parity with international formula may be compromised. ARCom is mindful that it does not want to introduce radical changes that may adversely impact on competitors who have invested in modern rally cars with a view to competing in international events in Australia and the region.

The outcome, taking into account the stakeholder survey and other practical factors was that:

- two-seat production vehicles should be eligible;
- FIA Group R shall be recognised as being eligible;
- S2000 homologation extensions are not PRC eligible;
- minimum weights should be retained;
- the existing 'by application' approach to engine substitutions shall be retained in PRC, but engine swaps will be permitted in the proposed new Club Rally Car group;
- induction should be free for naturally aspirated 4WD cars;
- turbocharger substitution for P6 cars should be permitted (upon application, not free);
- aftermarket intercoolers with the same surface area for P6 cars should be permitted;
- there should be no changes to transmission regulations;
- reproduction panels made of fibreglass or aluminium on pre-'86 cars (but original fasteners and hinges must be retained) should be permitted;
- replicas of original body kit parts should be permitted (but original bumper bars must be retained);
- wheel arch flares of up to 50mm should be permitted, with rules modelled on the C3 Classic Tarmac Rally Technical Regulations (an age limit on the car may apply);
- aftermarket rear wings (subject to dimensional limits) should be permitted;
- consideration is to be given to a slightly larger overbore (perhaps up to 1.5mm) for cars over a certain age (possibly 10 years) for improved longevity and serviceability;
- flywheel replacement should be permitted;
- clutch actuation freedom should apply;
- wheels of up to 15" in diameter should be available for all cars;
- there should be no changes to existing regulations regarding polycarbonate windows or body strengthening.

Catalytic converters formed part of the survey and the majority feedback indicated these devices should be a requirement of the rules for post 1986 cars. A catalytic converter is a high profile item in terms of community and environmental perceptions, the latter being an increasingly important issue for rallying. Additionally, differing requirements creates issues for interstate competitions. Whether or not the CAMS rules specifically require them, the conditions of road use mean that it is probable that not having one fitted is an offence against civil regulations and vehicle owners not complying may be subject to fines or other penalties. Conditions may vary so it is important to check the requirements of your individual circumstances. It is proposed this will be included in Schedule R from 1 January 2011.

**SPORTING BULLETIN****NATIONAL MOTORKHANA CODE****REFERENCE:**

CAMS Online Manual of Motor Sport, National Motorkhana Code:  
[http://www.camsmanual.com.au/06\\_autotest.asp](http://www.camsmanual.com.au/06_autotest.asp)

**RATIONALE:**

To amend the National Motorkhana Code to provide for changes to the requirements for Essential Officials at Club and Multi-Club Motorkhanas.

**ACTION:**

Amend the National Motorkhana Code, Article 18.5 as follows:

18.5 ~~Under the provisions of NCR162, a Clerk of the Course is the only Essential Official required at club or multi-club motorkhanas. The Clerk of the Course must hold, as a minimum, a Bronze Event Command or Club Chief officials licence. The roles of Secretary of the Meeting, Chief Timekeeper and Chief Scrutineer may be delegated to other licensed officials, who may compete at the meeting. The Clerk of the Course shall not compete at the meeting.~~ **For Club and Multi Club motorkhanas, the Clerk of the Course is an Essential Official. In addition, an Assistant Clerk of the Course may be appointed to a Club or Multi Club motorkhana. Either the Clerk of the Course or the Assistant Clerk of the Course must of necessity always be on duty and during such time the acting Clerk of the Course must be clearly and readily identifiable. The duties of the Secretary of the Meeting, Chief Timekeeper and Chief Scrutineer may be discharged by the Clerk of the Course or by another suitably qualified Official. While these duties are being discharged by such alternate Official, a Clerk of the Course and his Assistant (where an Assistant Clerk of the Course has been appointed), the Secretary of the Meeting, the Chief Timekeeper and the Chief Scrutineer may compete at the meeting.** Any matter arising from the meeting which requires action by the Stewards shall be referred to a stewards' hearing which shall be organised by CAMS and which shall have the standing of a hearing by Stewards of the Meeting.

**At a State or National Championship Motorkhana, Essential Officials shall be appointed in full accord with NCR 162.**

**ENDS**

**SPORTING BULLETIN****KHANACROSS REGULATIONS****REFERENCE:**

CAMS Online Manual of Motor Sport, Khanacross Regulations:  
[http://www.camsmanual.com.au/06\\_autotest.asp](http://www.camsmanual.com.au/06_autotest.asp)

**RATIONALE:**

To add to the Khanacross Regulations to provide for changes to the requirements for Essential Officials at Club and Multi-Club Khanacross events.

**ACTION:**

Add to Khanacross Regulations, Article 16 as follows:

**16. OFFICIALS**

For Club and Multi Club Khanacross, the Clerk of the Course is an Essential Official. In addition, an Assistant Clerk of the Course may be appointed to a Club or Multi Club Khanacross. Either the Clerk of the Course or the Assistant Clerk of the Course must of necessity always be on duty and during such time the acting Clerk of the Course must be clearly and readily identifiable. The duties of the Secretary of the Meeting, Chief Timekeeper and Chief Scrutineer may be discharged by the Clerk of the Course or by another suitably qualified Official. While these duties are being discharged by such alternate Official, a Clerk of the Course and his Assistant (where an Assistant Clerk of the Course has been appointed), the Secretary of the Meeting, the Chief Timekeeper and the Chief Scrutineer may compete at the meeting. Any matter arising from the meeting which requires action by the Stewards shall be referred to a stewards' hearing which shall be organised by CAMS and which shall have the standing of a hearing by Stewards of the Meeting.

At a State or National Championship Khanacross, Essential Officials shall be appointed in full accord with NCR 162.

**ENDS**

## IMPORTANT GENERAL NOTICE

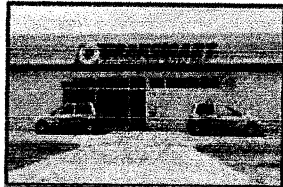
**The Club Meeting night is the 2<sup>ND</sup> MONDAY OF EACH MONTH, at 11 Jackson St Garbutt (Hickey Cabinets)**

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:

**Brake Mart**  
**New & Remanufactured Brake Parts**

22 Punari St  
Townsville  
QLD 4812  
Phone: (07) 4725 2111  
Fax: (07) 4725 1408  
Email: [bmt@brakemart.com.au](mailto:bmt@brakemart.com.au)



**KENNARDS**  
**HIRE**

*Make your job EASY!*

**ALPHA**  
**First Aid Supplies**  
**First Aid Training**

Contact Col Brierly for all your First Aid Supplies



**LivingStone Automotive Consultancy**  
Vehicle Certifying/Engineering  
Race Car Preparation and Development

**Lindsay Stone** *B.E. (Mech)*  
36 Coates St. MT LOUISA  
TOWNSVILLE 4814  
Ph 4774 8807 Fx 4774 8990  
email: [lkstone@aapt.net.au](mailto:lkstone@aapt.net.au)