

June 2010

Wheelspin



Kenny Horton and his escort during
the Mt Stuart rally

www.tcac.net.au

TOWNSVILLE CITY AUTOSPORTS CLUB Inc.
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COMMITTEE MEMBERS

Greg Fitzgerald	Lindsay Stone	Peter Trazona
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Joke of the day

What has a mouth but cannot eat what moves but has no legs and what has a bank but cannot put money in it?

MAGAZINE SUBMISSIONS:

Give me a call on 0413 528 947 or email me at sslam42000@yahoo.com and I will do my best to get it in the next news letter.

All submissions need to be into me, by close of business Wednesday after the club meeting.

Club Meeting
165 Thuringowa Drive
15 June 2010

Open: 7.30pm

Attending: Geoff Nicol, Emma Nicol, Stephen Nicol, Greg Wright, Ken Long, Greg Van Dinter, Nikki Mauger, Travis Mauger, Marc Fisher, Wendy Hickey, Sam Woodger, Deb Melrose, Aiden, Pete Trezona

Apologies: Greg Fitzgerald, Murray Sutherland, Kerry Cobbing,

Secretary: Minutes from Last meeting read

Treasurer:

Editor:

Captain:

- Organisers can you please get your officials list for the club championship
- Shirts, the guy from georgio clothing having trouble getting the cotton collars, as soon as they are received the forms will be sent out.

Social:

- Nothing organised, all busy, trying to find a free weekend

President:

- We didn't get club house at Tully Street
- Cardwell will be on, more info soon

General:

- Deb – Far North Queensland want to know when date for Khanacross series – Wrightie to send date later the week, will be in September
- Wrightie – September 11 and 12 is Ingham at this point in time depending on Forestry
- Wrightie – Putting on a Khanacross for those who aren't going to Round 2 Khanacross on the 17 and 18 July and another on 28 and 29 of Aug,.
- Next Hill Climb Director may change
- Goof – results from the Rally, the sup regs show a total lack of penalties in the times. Cars that didn't complete stages finished above cars that completed the stages. Discussion held. Outcome was to call a meeting with Ron when he returns from holidays to discuss the issues from the weekend.
- Marc – a lot of spectators getting to close to the cars on Saturday from the civic theatre car park, suggested more signage to show where they need to be
- Travis – bowling night weekend after Cardwell

Closed 8.21pm

Charters Towers Khanacross

Charters Towers an iconic gold mining town unofficially known as The World, set about 130km inland from Townsville was the venue for the first Khanacross round held by Townsville City Autosports Club for 2010.

My wife Nikki and I made the journey with car in tow Friday afternoon after working all day. Arriving at Charters Towers at 8pm we rolled up at the local pizza store for a feed and a cold stubby from the esky packed earlier that afternoon. We bedded down for the night at a local motel and froze all night due to the thin blankets provided and after searching for extra covers we came up empty handed. Lucky for Nikki she had her personal space heater that's me by the way.

Anyway Saturday morning rolled in and we set off for the raceway situated a short distance from Charters Towers on the road back to Townsville. Arriving at the gate we were greeted by roaming cattle chewing their way around the raceway a truly ingenious way of keeping the grassed area maintained, but not necessarily tidy considering the bush cakes left around the place. After a chat with the caretaker and a phone call to the raceway president we locked the cattle in a separate area to the khanacross track. Much to the discussed of the cattle as later that day they would all stand at the closed gate in protest as this is obviously where they would access the rest of the ground to graze, I guess the saying rings true the grass is always greener on the other side of the fence.

Cars began to roll in about 9am and the normally quiet surrounds began to spark to life with competitor's busy setting up camps for the coming night and readying for the anticipated racing. Kenny scrutineered the cars with the help of his nephew, Dave who would later official as a spotter in the tower adjoining the track. The usual welcome and drivers briefing was held and a look lap followed.

First course was an easy one to settle drivers for the following track layouts which were more difficult and fast was the theme. Obviously favouring the bigger horse power cars but none the less fun for all. Scott Fracas and Murray Sutherland entry in the tidy little Nissan was short lived after a suspected blown head gasket brought there day to an end. Murray later travelled back to Townsville to pick up another car to continue the event on Sunday. Lozza and Biscuit shared a car for the weekend a car that Biscuit found in someone's backyard this car was given the nickname The Family Car LOL.

The day seemed to slip by quickly and after a few courses it was becoming close racing between the competitors. Obviously the AWD turbo cars were out in front and some stiff competition to. Stevo in his Mazda Familia was enjoying himself as was Matty Cruthers in the EVO 3 that he just finished a resto on. This car has a unique paint job green and black split right down the middle the EVO would eventually be leading the times at end of racing on Saturday.

Saturday night is always a blast with the Townsville City Autosports Club a social event not to be missed, and being a modest beer drinker myself I became very chirpy by the end of the evening and Nikki and I decided to join the rest of the revellers back at the race track where some were camping this proving to be a great idea due to the awesome fire they had prepared earlier.

Waking on the Sunday morning was difficult but after looking at my watch and realising I hadn't set the alarm correctly in my not so sober state the night before quickly prompted me and Nikki to spark up and pack up and ship out to the track. Turning up with little time to spare we set out for the first look lap for the day a quick open flat style layout was a good way to spark up the senses.

RJ showed us what speedway racing would look like in his stock white V6 commodore ute which at times looked quite impressive and when he would loop it out would also prove to be impressive LOL. I shouldn't laugh because I looped the STI in exactly the same spot and ever so slightly kissed a

mound of dirt on the inside of the track. Marc Fisher proved he can mix it with the turbo charged cars by pulling some impressive times in his naturally aspirated Impreza wagon issues with brakes would later hinder his efforts many thanks to his partner who assisted Emma, Kay and Nettle with timing over the weekend . Along with Marc's Impreza and Nikki and I's RA STI a new couple to the club also entered their street driven STI and punched out some quick times.

After playing catch up with the EVO 3 all day Saturday I was able to get my shit together during the day Sunday and recorded some good times eventually putting me in the lead and giving me the win outright with Matty in the evo coming second place and Stevo in his familiar taking third.

Many thanks go out to all that attended and especially those that gave their time to official.

DATES TO REMEMBER

Sunday 25th July 2010 - Mt Stuart Hill climb Round 3

Saturday 7th August 2010 – Cardwell Classic Rally

Sunday 22nd August 2010 - Motorkhana Round 4 (Venue TBA)

Sunday 19th September 2010 - Motorkhana Round 5 (Venue TBA)

Saturday 25th September 2010 – Charters Towers Rallysprint

Sunday 3rd October 2010 - Mt Stuart Hill climb Round 4

Sunday 17th October 2010 - Motorkhana Round 6 (Venue TBA)

Sunday 21st November 2010 - Motorkhana Round 7 (Venue TBA)

Always check the website for updates, dates may change.



ANSWER: A RIVER

Mt Stuart Sprint 2010 Report

18 competitors fronted up on Saturday for the V8 track stages and after some attrition only 15 started on the Sunday at Mt Stuart.

Results can be found on the club website

www.tcac.net.au

Thanks must go to all of the sponsors listed below and remember support the businesses that support our motorsport.

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Our officials prizes were drawn at the presentation dinner and the winners were

Living On The Outside \$1,000.00 gift voucher - Mick Huggon our chief fire marshal

1 night's accommodation and breakfast for 2 at Mercure Townsville – Alexis Hall

A big thank you to all of our officials (the purple army) who volunteered their time and **turned** up to help it is greatly appreciated by the organizing committee and all of the competitors as without you the competitors don't get to play on challenging pieces of road.

Also a special thank you to **WICEN** Townsville for their invaluable communication services in tracking vehicles and relaying times. It is a very important part of the safety of our competitors especially on the mountain.

The V8 Supercar events manager for Townsville, Kim Faithfull came down and checked out Saturdays action at the track and was very impressed with the professional way our club presented themselves and ran the event leading to an invitation to come back again next year.

Keep a check on the website for information on what is happening with the **2011** Mt Stuart Sprint

Once again thank you from the 2010 organizing committee Ron White, Gary Hickey & Wendy Hickey.

HILLCLIMB BY RUSSELL AND SARAH

Well Sarah and I were really looking forward to running the MT Stuart Hill Climb in 2010 as 2009 was such a blast up the hill!

I was disappointed that we weren't going to be able to bring the r35 as it was a great car to drive there last year. I also wasn't sure if we would make it as we are now living in Darwin and getting a car ready from Brisbane is a problem.

If it wasn't for the gracious offer by Grant Cooper to tow it back to Townsville for me and help finish it off we wouldn't have been there, so BIG THANKS GRANT!!

The evo was fantastic, beautifully balanced with not too much power so the throttle was nearly always flat.

Saturdays racing itself was just fantastic, the v8 track was a lot of fun and the day was just perfect for racing and the car ran faultlessly.

On Sunday the daunting mountain stood before all the competitors although it was a real shame not to have Marcus in the Skelta there as we all know he would have been very fast and on the pace.

It was amazing to get to the top of the hill on the first run and find out Grant, Ben and I had all set the exact same time 4.20!!

I honestly couldn't believe it & we set ourselves a target of around 3 second faster for the next run and we were ecstatic when we got to the top in a time of 4.11, 9 seconds quicker!!

We then heard that Ben had done an unbelievable time of 4.10 and Grant A 4.16! We knew it was on!

I can't believe how close the competition was for the whole day, it was fantastic racing and heading into the last stage Ben and I were separated by only 1 second.

Unfortunately Ben had no tyres left and had to slow down or risk not finishing the last stage, we also had trouble throwing an alternator belt on the transport back to parc ferme, luckily still managing to limp home.

I would also like to say well done to Lindsay who was having a great drive! Fantastic to see them finish so well.

All in all it was a great weekend racing with a great group of people, and I would like to thank the organizers for their hard work and dedication to put an event like this together, see you in 2011.

Cheers Russell

KALPOWAR INVITATIONAL RALLY

Saturday 22nd May, 2010.

Well it was that time of year again – time to go and race in the Kalpowar State Forest with the Central Queensland Club.

It did feel as if we had forgotten something though, because we were more organized than ever before and were completely ready to leave, with time to spare. That's a good thing though – no last minute panic! We had been able to have the car scrutineered in Townsville before we went – so huge thanks to Ken Whitby for doing this for us. Ken stayed back after work to do this and we really appreciate his efforts.

It's a long way to go, 938km to be exact, but we stop at Carmila for the night on the way down and Clairview on the way back. It makes for a more restful (sort of) long weekend.

We had a few issues with the electrics in the truck the week before the trip and were hoping that these issues were fixed by "the experts" So it was not a good feeling to have the truck stop in the middle of nowhere on the Marlborough Straights. But, I reckon Lance is now a qualified Auto Electrician, as he sorted logically through the possibilities and got to the bottom of the initial problem (that had been "fixed" at considerable expense) and found that the problem was still very alive and well. But, with a bit of swearing, thinking and working, he sorted it out and the truck started again, thank goodness. After that it did not miss a beat for the rest of the trip.

The rally had 16 entries, with seven of them being all wheel drives (Evos 1, 6, 7, WRXs, Imprezza), an Excel Class and the rest of us two wheel drives(Datsun 240K, Skyline, Lantra, Gemini, Celica and the Mighty Escort. Kalpowar had its typical rough bits where "!!!" means exactly that. Everyone was fully aware of how much their cars cost to fix, especially the 4WD cars – so drove to finish in one piece.

It helps that I have a different attitude now and I don't get so nervous. Those of you who have seen/experienced me at Rydges and Kalpowar will know exactly what I mean. I figure that we are doing this because we enjoy it. So let's enjoy it!

Racing on the roads through the Kalpowar Forest is a combination of rough !!! and !! jumps and dips, along with fast smooth parts, and lots of corners - a really good combination. Some good spectator points provide photo opportunities.

The SES, Bush Fire Brigade and rescue people were all there and were rapt that their services were not required. No accidents!

I don't think that anyone had to get towed out of any rough boggy bits during the actual racing. But, the Mighty Escort, with its wheelbarrow size 13 inch wheels got stuck in the grid when lining up to start the last stage. The rescue guys had to pull us out backwards because we were going nowhere! It wasn't really our fault (true) because the WRX in front of us had pushed the grid bars apart when he drove off, leaving a big hole which we parked in. No photos though! Ha! Ha!

After the event, it was really good watching some in car footage on the big screen and talking about our experiences during the day.

We got up the morning in the crisp, cool forest dawn, had a cup of coffee, ate a delicious breakfast and headed off back up the road, saying "see you all next year" to all the other guys.

A big thanks to Tanz, Vicki, and Marty for organizing the event, along with all the other helpers and officials (including our very own Greg Wright), including the check point people out in the forest (thanks for the lollies!). Also, thanks to the ladies who did the cooking – great idea to provide breakfast and dinner, it makes it much easier for all of us. A special thanks to the rescue, (although, they did keep commenting on the fact that our car was still up the right way! How rude!!) SES and Fire Brigade guys. Without all of you people these events don't happen.

I must say, it is a really good feeling to actually drive the car onto the truck at the end of the racing!

Deb and Lance Melrose

USEFUL (or perhaps, not so useful) INFORMATION FOR THE DAY!

Did you know that there are 653 yellow and black directional; arrows marking the road from Calliope to Kalpowar!! It would be amazing driving out there in the dark.

Murray's love tip.



As you all know I am a very romantic person, so I thought I would offer some of my love advice. Always remember to pick up your toenail clippings from the lounge room floor. If it is getting late and you put them into a beer can, make sure you take it out straight away and don't drink it later.

MT STUART

Just a quick report on second round of the Hill climb series. After a big ol drive back from the World Time Attack Challenge at Eastern Creek in Sydney the day before it was a bit of a mission to get up early and be on the cold and windy hill in time for Kenny to scrutineer the GTR but we managed to get it there. Round 2 was going to be an excellent opportunity to do some testing of a new suspension set up for the Mt Stuart Tarmac Sprint. Although I was being fairly gentle on the car so as not to be fixing anything major before the sprint, it looks like the car was much more settled than last round and that has got me extra keen for the Sprint.

The weather on the day was perfect and the wind kept the temperature down and made for a very pleasant day. It was also the first use of the new bollard chicanes. This brought some mixed comments but I think they were received pretty well overall and still managed to keep the speeds in check with the event requirements.

Well 2 rounds left so see you all at the next event.

Coop

DON'T BE A STRANGER COME TO THE CLUB MEETING

**Club Meetings are the 2ND MONDAY OF EACH MONTH, at TBA.
7pm**

Thanks to our
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Yours in motorsport

Murray