

ROMSEY MUD CHALLENGE

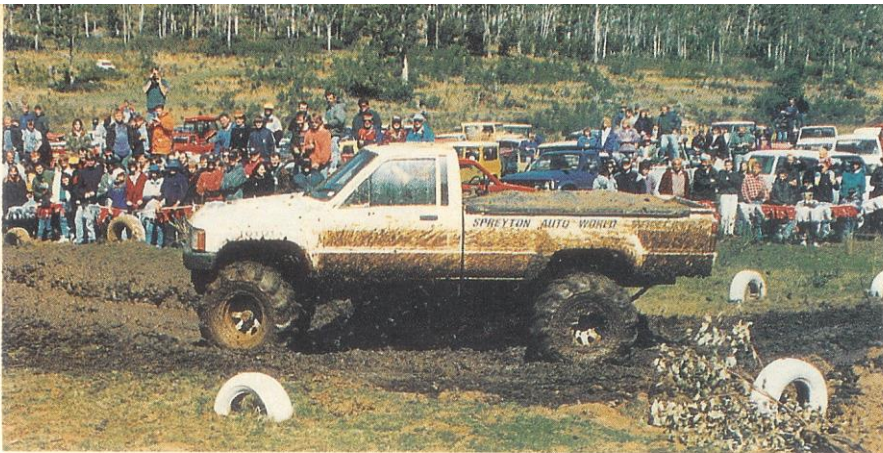


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**ACTION
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**FOR EVENT
COVERAGE CALL
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**COMPLETE PROFILE OF HOW THE
TASMANIANS PERFORMED ON PAGE 31**



Above: Scott Rockliff, who had the fastest time of the day, competed in Class 5. (Modified 4.301 Litre and Over)



Above: Warren Allen in a hilux Flat tray who competed in Class 4. (Modified 2.801 Litre to 4.3 Litre)



Above: Lyndon Kettle's 1980 Shortie Hilux who came 4th in Class 2. (Road Registered 3.401 Litre and Over)



Above: Rod & Lance Lunson competed in Class 3. (Modified 0 - 2.8 Litre)



Above: Gary & Andrew Joslin's Nissan from Class 5. (Modified 4.301 Litre and Over)



Above: Paul Walters, 3rd Place in Class 4. (Modified 2.801 Litre to 4.3 Litre)



Above: Tony Streets's Holden Rodeo in Class 5. (Modified 4.301 Litre and Over)

PROFILE OF THE
TASMANIANS WHO
COMPETED IN THE
**ROMSEY
MUD
CHALLENGE**

TRIP TO Romsey Mud Challenge

TASMANIA vs VICTORIA PROFILE OF THE TASMANIANS

Arriving in Melbourne at 3.30pm after a delayed and very rough crossing on the Spirit of Tasmania, we were met by members of the Australian Mud Racing Association with trailers and trucks waiting to transport us to Romsey.

We arrived at Romsey at about 5.30pm unloaded and set up camp in the dark.

Saturday 28th, a very cool and fresh Saturday morning, and everyone was busy preparing for the big event. Tony Streets, Andrew and Gary Joslin drove their new cars in the paddock to try and get used to them because they were only finished in time to go on the boat.

All the other Mudracing competitors gradually moved in and had set camp by about 5pm.

The 4WD M.R.A. had organised a Lamb Spit Roast for all competitors and friends. About 120 people enjoyed a nice meal and a great night.

Sunday 29th came and we were all up pretty early and getting very nervous. The Slippery Hill started at 8.30am, and this was for Registered Vehicles only. Lyndon Kettle put in a good performance to take 2nd in the 6 Cylinder class driving his V6 Hilux.

The Romsey Monster Mud Challenge started at 10.30am. Most of the Tasmanians completed the 1st heat with Paul Walters' vehicle just stopping for a few seconds during his lap but got going again to finish the heat.

I (Scott) was about half way around the track in my First Heat when my vehicle stopped. The needle and seat has stuck in the carburettor, blocking off the fuel.

Second Heat saw Tony Streets, Gary and Andrew Joslin both going well in their new vehicles.

Warren Allen was unlucky when his Hilux spun the Harmonic Balancer

off the front of the 253 Holden V8. Lance and Rodney Lunson were now down on power in their Rotary Suzuki after the heavier running gear had been added and couldn't match the pace.

Lyndon Kettle and Paul Walters both drove well to get into the final of Classes 2 and 4.

I had one chance left to make the final so I borrowed the Needle and Seat out of Gary Joslins Carburettor (*thanks Gary & Andrew*) and decided to go for it. This time I had a good run and surprisingly ended up with the fastest time of the day. This put me into the top five vehicles to compete in the final.

I completed a quarter of the lap in the final and screwed the pinion off the back diff and that was the end of that.

Lyndon Kettle came 4th in his final in Class 2 while Paul Walters came 3rd in Class 4. Sunday night came, and we all relaxed and celebrated a great day, and although a little disappointed, we showed the Vics. that we could catch them. (Vics. theme song for the day was "Catch us if you can.")

On Monday 30th we packed up to head home. I had to change a diff. so I could drive my vehicle onto the trailer and onto the Spirit of Tasmania.

On behalf of all the Tassie Competitors I would like to thank the Australian Mud Racing Association, in particular John Bailey and Michael Bouchier for organising this event and for all the help they gave us.

I would personally like to thank all my sponsors, especially Ling Gowans Toyota Devonport, for helping me to get there.

Scott Rockliff

PROFILE OF LYNDON KETTLE

VEHICLE: 1980 Toyota Hilux Short Wheel Base.

MOTOR: VP Commodore 3.8L V6

TRANSMISSION: Turbo 700

TRANSFER: Hilux

DIFFS: Landcruiser

ACCESSORIES: Roll Bar, Roll Cage, Bull Bar, Rear Bar, Bushwacker Flares, 35's Mags, Dual Front Shocks, Snorkel.

PROFILE OF LANCE & ROD LUNSON

VEHICLE: Suzuki LJ50 1975
"Wild Thing"

BUILT BY: Lance and Rod Lunson
Devonport

MODIFICATIONS: 13B Rotary Auto, Power Unit 4 Speed Synchro, Transfer Case, High Stall Torque Converter, Hilux Axles, Rear Disc Brakes, Tractor Grip Tyres.

PROFILE OF PAUL WALTERS

VEHICLE: Toyota Landcruiser
AGE: 20

OCCUPATION: Skidder Driver for Walters Logging Pty. Ltd.

MODIFICATIONS: 350 Holley, extractors, 2½ inch exhaust, tractor tyres, power steering. 6 point roll cage, racing harness and many more. The vehicle was built by John Walkden and myself. I have raced the vehicle for about the last 2 years, Winning Smithton, Latrobe, Hillwood 6 cylinder class 3 times as well as Hillwood Teams Event and the Tasmanian 4x4 Hill Climb Championships, also a lot of second and third places.

PROFILE OF SCOTT ROCKLIFF

VEHICLE: Short Wheelbase Hilux
AGE: 23 years

OCCUPATION: Vegetable Farmer and Contractor

MEMBER: Devonport 4WD Club

MODIFICATIONS: Winch, Diff Lock, Suspension Kit, 2.4 Petrol Motor.)

SPONSORS: Ling-Gowans Toyota, K D Insulation and M & W Baimbridge Cartage.

WINS: Smithton and Hobart Mud Runs and 1993 March 4x4 Jamboree plus many motorbike state titles.

TRIP TO Romsey Mud Challenge CONTINUED

PROFILE OF WARREN ALLEN

VEHICLE: 1983 Hilux Flat Tray
 Bought vehicle looking like a farmbus with diesel badges on the side. Everything was standard except the motor. This baby was fitted with a V8 engine, an Ivan Walker Racing Engine. This was great! Have not had an ounce of trouble at all. I put cruiser diffs under it because Hilux ones are not strong enough. Running a 4 speed diesel box is good because it is strong enough. The diffs are the only thing I had to change to be ready for race mode. Got a few sponsors to help out, running very well.

PROFILE OF GARY & ANDREW JOSLIN

VEHICLE: Nissan 720 1982
MOTOR: V8 400 Chev
TRANSMISSION: Turbo 400
TRANSFER: 720 Nissan
TYRES: 38 x 12 x 16 Tractor Tread
RIMS: 11.5 x 16
TRAY: Custom Built
DIFFS: Toyota Landcruiser 4.1 Ratio

SPONSORED BY: Tasmanian 4WD Wrecking – Launceston, Mobil Service Station – Georgetown, Grant Mawer Engineering – Georgetown, Dons Bodyworks – Georgetown, Phil and Rose Hawkins Sign Writing.

The Joslins took 3 months to build with help from sponsors and Phillip McCarthy (engine), Chris Down (Electrical), Jason Sherrin (Transmission) and Jason Jones (Paint).

PROFILE OF TONY STREETS

VEHICLE: Rodeo Ute S.W.B.
MOTOR: Hemi 265

TRANSMISSION: Torque Flight 90A
TRANSFER CASE: Nissan 720
TYRES: 38 x 12 x 16

RIMS: 11.5 x 16
DIFFS: Toyota Landcruiser 4.1 Ratio
SPONSORED BY: Tasmanian 4WD Wrecking – Linceston, A.M. (Tony) Streets Motor Trimmer.

Tony has taken 6 months to build his vehicle with help from his sponsors and friends Matthew Freeman, Mike Holmberg, Tim Wright (Auto Electrician), Phil & Rose Hawkins (Sign Writing), Greg Streets, Shane Alexander (Transmission), K.R. Machining (Engineering) Phillip McCarthy. □



Lance and Rod Lunson's "Wild Thing" in action!

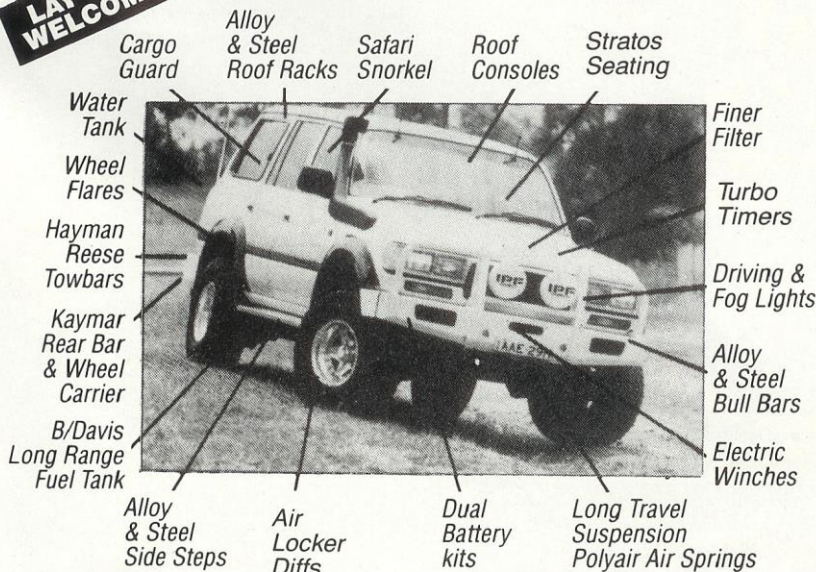
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