

The Official Newsletter of the Gold Coast Tweed Motorsporting Car Club Inc.

Next Club Meeting will be on 20th September 2008
At Merrimac High School, Dunlop Court, Mermaid Waters, UBD
49 H 4

www.gctmc.org.au



FIA World Rally Championship Delivers for Northern New South Wales 10 Sep 2008 Events NSW and the Confederation of Australian Motor Sport (CAMS) today announced that the prestigious FIA (Fédération Internationale de l'Automobile) World Rally Championship will be staged every second year in the Northern Rivers region of New South Wales, with the majority of competition activity in the Tweed and Kyogle Shires.

With only 2 weeks to go everything is in place for the Start of the third running of our Great Rally Competitors get your Entries in Either for the QRC or the Multi Club Event Entry Forms & supp Regs available at:

www.borderrangesrally.com.au

There are still vacancies for Officials so if you are not competing come & help run the event, Camping at Urbenville showground & I've been promised that the amenities block has hot water for the showers this year. If you can help out on Friday as well please come early as the more that's set up on Friday will mean less for Saturday Morning.

Stage Teams will be leaving for their posts by 11am on the day so please get there early as possible.

Gold Coast Tweed Motorsporting Club
Amalgamated Glass Border Ranges Rally Classic
September 27th 2008
Cars on display from **12 pm**
Urbenville Showgrounds

The poster features a map of the region with 'Urbenville' highlighted. Below the map is a photo of a blue rally car. The website www.BorderRangesRally.com.au is listed at the bottom.



President: Jason Delaney: Jason@amalgamatedglass.com.au 0414533771
Secretary: Shaun Brown: sbrown99@bigpond.com.au
Treasurer: Tony Taylor: tony6020@optusnet.com.au 0419787783
Newsletter: Simon Petty: simon.petty@virginbroadband.com.au 0423364763
Club Trailer Ron King 0414180546 (24 Hours Notice Please)

Vice President: Gary Mitchell 5578 3173 (H)
Club Captain: Baden Uren: buren@bond.edu.au
Membership: Peter Preston: 5546 6373 (H)
CAMS Delegate: Bruce Hodgson: 0408159515
Alt CAMS Delegate: Wayne Johnston: 0417717288

Club Patron Alan Jones MBE



As you most probably know the GCTMC Inc is organising the last stage of the Red Centre to Gold Coast Trial dubbed the "Fat Lady Sings". Hopefully we will get to see Denis Baker driving the last stage to win the event. The stage is only one and a quarter hours from the Gold Coast. We need to meet no later than 9.00am on Saturday the 20th September to set up the stage. If you want to be 'part of the show' then please email or ring me ASAP. I would prefer NOT to have only your mobile as your contact.

Thanks

John Careless
rcare5@eq.edu.au



QUEENSLAND MOBILE SAFETY CERTIFICATES
www.qmsc.com.au

Jason Ruse

jason@qmsc.com.au ph 1300 137 402
 qmsc.com.au PO Box 3682, Robina TC 4230

Can anyone help Lynne out getting to the Rally

Matthew Linning is crewing for a alpha GTV6 car 44, driver Ian Morris and nav is Alex Moloczwyk, a friend from Brisbane, Matthew is taking the Ute up and meeting them in Mt Isa. He has Camera and video camera so hopes to get good footage of the Rally. Will do a club talk with film when back on all their adventures. Lynne,

Ps: Still want to help with road blocks etc for stage out at Maroon Dam but need ride and someone to share with me. let me know please.

WHAT DID THE GHOST SAY TO THE BEE?
 BOO-BEE

In the Wacky World of Motor Racing.

The **Trabant** produced by East German auto maker [VEB Sachsenring Automobilwerke Zwickau](#) in [Zwickau, Saxony](#). It was the most common vehicle in [East Germany](#). The name Trabant means "fellow traveller" The cars are often referred to as the **Trabbi** or **Trabi**, pronounced with a short a.

Since it could take years for a Trabant to be delivered from the time it was ordered, people who finally got one were very careful with it and usually became skilful in maintaining and repairing it. The lifespan of an average Trabant was 28 years. Used Trabants would often fetch a higher price than new ones, as the former were available immediately, while the latter had the aforementioned waiting period of several years.

The engine for both the *Trabant 500* and *601* was a small [two-stroke](#) engine with two cylinders, giving the vehicle modest performance. At the end of production in 1989 it delivered 19 [kW](#) (25 [horsepower](#)) from a 600 [cc displacement](#). The car took 21 seconds from 0 to 100 [km/h](#) (62 mph) and the top speed was 112 km/h (70 mph) of course this still means people still want to race them.



This car seems to have lost power over the years & only retains 1 Horse Power

"The Brown Stuff"

A few things to cover off this month, excuse me if I ramble.....

After being hit with bad weather over the past few months (whenever we wanted to run an event anyway), we have had great weather leading up to the Red Centre Trial and the Border Ranges Rally.

The Committee has bitten the bullet and we have 3 dates now set for khancross's over the next 3 months and we have dubbed this our "Spring Racing Carnival".

First event is 19 October at Tana Kita Nursery. As I sit writing this, the Nursery is actually getting the grader over it so by mid October it should be smooth and packed down nicely.

PLEASE NOTE: The club has spent some real dollars getting this done so **PIMPAMA IS NOW CLOSED TO PRIVATE PRACTICE . THERE ARE NO EXCEPTIONS.** If anyone is caught tearing up our newly prepared track please expect to be beaten to a bloody pulp before being expelled from the club.

The second event on 9 November will be at Mike Pages place at Maudesland (back of Gaven) and this event will be a bit special, watch this space.

The third on 7 December will either be at the RDA or another new venue, this should be finalised by next months meeting

In each case we will have alternate venues but if we are rained out the weather date will be 2 weeks later (probably with the exception of Decembers round).

Over the next couple of weeks we have the final stage of the Red Centre to the Gold Coast

Trial to run and then of course Border Ranges Rally.

Please ensure that if you have stuck your hand up to help that you are in touch with the organisers.

The last committee meeting saw some lively debate about the rolls of officials at events and some of the practicalities of running khancross's and motorkhana's. What did come out of that meeting was the realisation that we are probably leaving far more work to the Clerks Of Course, Event Secretaries etc to do than we should.

The last 3 or 4 years has seen the greater majority of events organised and run by the same small core of club members and officials and although we do now have another equally small group of people moving through the Club Chief process (and these members will start to be Clerks Of Course and / or Stewards at club events from later this year), we simply still need people to step up with help in running events.

At club meetings, everyone present always agrees that we want to run more local events (and we now have to, see further below) but we need more members to get involved in the organising.

Simply put if more people take on some of the basic roles and responsibilities at events, the club members who assume the key roles (ie Clerk Of Course and Secretary etc) have a far easier time of it and can do those jobs better. I can hear John Careless in the background now saying "I have been telling you that for the last few years".....and he's right.

Until now the Clerk Of Course and event Secretary have basically done the lot, they have arranged the venue, done the permit and supp regs, organised the gear (trailer), arranged a scrutineer, done all the paperwork on the day, organised the timekeeper (or done it themselves), set the

courses, managed the course changes on the day, kept track of the results, post even paperwork etc etc etc.

But while you are running around like a blind fly doing all this, you don't get a chance to do any event promotion, flyers, spots in the paper, get local council people along, push the event to younger drivers through web forums etc, ask the local scouts if they would like to cater the day, organise someone to take pics and or video on the day (which we really do now need), get a banner and or signage up before the event and the list goes on.....

So what we end up with is a small core of people having done an awful lot, having probably run a safe enjoyable day but one with out the little extras that can make a good day better, not having had the chance to promote the club and most likely having done all that without having a chance to have a drive themselves.

So what do we do? If we continue along this road not a lot will change and quite simply, it has to.

The answer is (drum roll, tip hat to Gary Mitchell who think this up)), "**Event Co-Ordinators**".

After about 3 bowl size cups of Jasons coffee and on about the second "Kylie Cookie" we asked ourselves, why does the event have to be organised by someone with an officials licence?. The answer is, it does not.

From probably the next event, we are going to be tapping people on the shoulder, congratulating them and letting them know they are organising a khancross or motorkhana.

If we want to run events more people must get involved, no ifs buts or maybes' The Event Co-Ordinator will be charged with making the sure the "bones" of the event is organised. ie that the venue is available, that the permit is applied for by the

secretary , that the trailer is picked up, that the catering is organised and that the preliminary set out of the course is organised. Of course they will have help in doing this but they will be the key person.

The Clerk Of Course will still do his thing on the day and the Event Secretary will still do the paperwork, permits etc but they wont have to worry about the event basics.

Given that we only have a small number of people that can and will be able to fill these C of C and Secretary roles we think it's only fair that we reduce the workload on them if they are to be expected to keep stepping up to the plate.

This will also allow them time to fine tune and promote some of these events, something which has been lacking simply through the time they have spent on the basis.

Event Organisers will still be able to compete (as they are not deemed an essential official) and can even sign on as officials to maintain their general officials licence if they have one (you will not actually need to hold an officials licence at all to be an event co-ordinator).

Next year we are thinking we should run about 8 khanacross's and or motorkhana's, so expect to be busy for at least one of these...

I am sure there is plenty of discussion to be had on this subject and I cant wait for the avalanche of support from club members for running events this way.....

On this subject I will leave you with this thought. At one local motorcycle club, you cannot automatically renew your club membership unless you have been a senior official at a club event in the year prior and you cannot win any part of the club championship unless you have worked as an official of some sort in 4 events that year.

There is no doubt in the writers mind that members want more local events. When ever we run anything we get a solid roll up even when organised late and we have a steady stream of new people interested in joining and taking part. Of course unless we actually run events we can't offer these people much other than our charming company....

There is another very real reason however why we must run more events.

Simply put, if we want a shot at having space in any club motorsport precinct we have to have a presence in the community. We need pics of kids having a run and being coached in khanacross's, we need to get local councillors into cars and give them a ride , we need photo's in the paper. These are the extras that I have alluded to above that the C of C or Secretary can arrange IF THEY HAVE TIME.

If we don't get out there and be seen, and this project gets up (and I personally think it will) we will not get "our place in the sun".

I hope with the events coming up and some members seeing the light and stepping up to help, that we get a roll on with running these events that everyone of us enjoys.

We do of course still need to get the word out to potential members and I will be making sure we run come and try licences at the events for the rest of the year as well as getting the word out in the papers and by flyers.

With the run of events coming up now we probably can try and arrange a promo display and I will be making some enquiries re that over the next week or so.

Lastly but by no means least ,everyone will now have seen the press release on the WRC for 2009 to be held in the Tweed.

With the local interest this will generate in our sport we must surely be able to get some more exposure and opportunities for our club.

Finally, we are expecting the meeting this month to be an informal affair simply because 3 of the 4 committee (including the writer) will be either interstate or working, so I will see you all at the "Fat Lady".

Cheers.

Brownie

Don't you just hate going through old magazines and seeing what was available back then.....this is from Racing Car News July 1991.

RALLY CARS

DATSPEED WORKSHOP CLEAROUT

Three Datsun 1600s

1. 1971, excellent condition, ready for rego. Make ideal Rally car.
2. 1971 model less engine and box. Fitted uprated suspension and low ratio diff.
3. Rolling shell ideal for Rally car plus heaps of spares. Must be sold as complete lot \$2,500. Ring at Datspeed [REDACTED]

ESCORT RS2000 Mk. 2 rally car. Newly built to works specs. Has all the good gear. A very quick two-litre engine fitted with all the right parts. World Cup crossmember and struts, vented discs with four-spot callipers. Sierra rear end with discs and 5.1 LSD diff. Close ratio gearbox, oil cooler, hydraulic hand brake, works pedal box with brake bias bar. Plus too many other parts to mention. A very competitive car ready to rally with no other expenses. POA. Phone [REDACTED].

DATSUN 2046cc 120Y. Full details in RCN February 1981. Highly competitive, very reliable. All good gear. \$6,000 ono. Paul Nudd [REDACTED] (ah).

RS2000 ESCORT rally car in good condition. Very strong and quick car for sale due to financial reasons. Features on this competitive vehicle too numerous to list. 180hp motor, rocket box, full World Cup suspension, quick rack, four-wheel discs, 5.1:1 Sierra LSD plus much, much more. All that's needed for competitive rallying incl. new trailer and spares. Worth a look. Contact Mitch Heffernan [REDACTED]

LANCER RALLY CAR 12,600 km since new. Selby's suspension, full cage, long range tanks etc. etc. Maintained regardless of cost. Good club car or may be used for street use. Many spares including five wheels. Ron Dening [REDACTED]

Events Calendar Mid September till End December From QLD CAMS Calendar Version 17

Date	Organiser	Type	Status	Venue
8/20 September	Red Centre To Gold Coast	Rally	Multi Club	Alice Springs To GC
19 September	Marque Sports Car Club	Touring Road Event	Multi Club	Roads in S E QLD
20/21 September	Speed on Tweed	One Car Sprint	Multi Club	Murwilumbah
20/21 September	Australian All Rally Group	One Car Sprint	Club	Hirsglen
21 September	Ipswich West Moreton Auto Club	Autocross	Multi Club	Willowbank Park
21 September	Brisbane Sporting Car Club	Motorkhana	State Ch'ship	TBA
27 September	Gold Coast Tweed Motorsporting	Rally	State Ch'ship	Urbenville
27/28 September	Warwick Motor Sporting Car Club	Supersprint	Multi Club	Morgan Park
28 September	MG Car Club of QLD	Come & Try	Club	Mt Cotton
4/5 October	Warwick Motor Sporting Car Club	Race	State Ch'ship	Morgan Park
5 October	Brisbane Sporting Car Club	Motorkhana	State Ch'ship	Beenleigh
5 October	Twin Cities Autosports Club	Hillclimb	Multi Club	Mt Stuart
11 October	Porsche Club Qld	Supersprint	Club	Morgan Park
9/12 October	V8 Super Cars	Race	National Ch'ship	Bathurst
17 October	Marque Sports Car Club	Touring Road Event	Multi Club	Roads in S E QLD
18/19 October	Brisbane Sporting Car Club	Off Road Long Crse	National Ch'ship	Goondiwindi
18/19 October	Warwick Motor Sporting Car Club	Supersprint	State Ch'ship	Morgan Park
19 October	Holden Sporting Car Club	Motorkhana	Multi Club	Willowbank Raceway
19 October	Ipswich West Moreton Auto Club	Autocross	Multi Club	Willowbank Park
23/26 October	Lexmark Indy	Race	International	Gold Coast
25/26 October	Short Circuit Motor Sports Assn	Supersprint	Multi Club	Stanthorpe
1 October	Brisbane Sporting Car Club	Rally	Multi Club	Jimna
1/2 November	Proston Car Rally Club	Khanacross	Multi Club	Proston Rally track
1/2 November	North Qld Off Road Racing Assn	Off Road Short Crse	Multi Club	Moranbah
8/9 November	Australian All Rally Group	One Car Sprint	Club	Hirsglen
8/9 November	South East Qld Off Road Racing Assn	Off Road Short Crse	Multi Club	Yamanto
8/9 November	Warwick Motor Sporting Car Club	Race	Multi Club	Morgan Park
9 November	Holden Sporting Car Club	Motorkhana	State Ch'ship	Willowbank Raceway
15/16 November	Historic Racing ar Club	Hillclimb	Multi Club	Noosa
16 November	Ipswich West Moreton Auto Club	One Car Sprint	Multi Club	Willowbank Park
21 November	Marque Sports Car Club	Touring Road Event	Multi Club	Roads in S E QLD
23 November	Holden Sporting Car Club	Motorkhana	Multi Club	Willowbank Raceway
30 November	MG Car Club of QLD	Hillclimb	Multi Club	Mt Cotton
6 December	Brisbane Sporting Car Club	Rally	Multi Club	Gallangowan

REPCO RALLY AUSTRALIA SEARCHES FOR STAFF"

With the event moving to the East Coast of Australia for the first time, we will be opening a new office from which to promote and organise the event," said Chairman of the Organising Committee, Garry Connelly. Advertisements have been placed on popular recruiting website seek.com.au and will be appearing in next week's Australian Auto Action. Connelly is hoping to secure management and staff with extensive event experience and believes some of his former WRC team from Perth will apply. Repco Rally Australia will also start next week to recruit its very large team of sporting officials, which will comprise many who have previously worked on the event when it was in Perth and are keen to achieve their "20 Years of Service" Awards. These officials will be joined by highly experience rally officials from Australia's East Coast. An important announcement about the new home of Repco Rally Australia and details of the route is imminent. The new Repco Rally Australia website will begin operation immediately after the announcement.

Great Writer There was once a young man who, in his youth, professed his desire to become a great writer. When asked to define "great" he said, "I want to write stuff that the whole world will read, stuff that people will react to on a truly emotional level, stuff that will make them scream, cry, howl in pain and anger!" He now works for Microsoft, writing error messages.