



MARCH 2010

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

Welcome to the March newsletter and remember the club will be meeting on Wednesday night, the 17th March, at the Merrimac High School in Mermaid Waters at 7.30pm.



Mikko Hirvonen (above) takes victory in Sweden from Sebastien Loeb (below)



GOLD COAST TWEED MOTORSPORT CLUB (INC.)

2010 COMMITTEE

President:Peter Preston - 0412 487 329 (M)
Vice President:Jason Ruse
Secretary/Membership:Bob Bowden
Treasurer:Ron King
Club Patron:Alan Jones MBE
Club Captain:TBA
Points Scorer:TBA
CAMS Delegate:Bruce Hodgson: 0408159515
Club Equipment Trailer:Ron King 0414180546 (24 Hours Notice Please)
Club Historian:Mick Bruce
Web Site Editors:.....Denis Baker & Shaun Brown
Newsletter:send articles to Thomas Rosengreen (trosengreen@goldcoast.qld.gov.au
0422 445 389) or Shaun Brown (shnbrown99@gmail.com.au)
Web Address:.....www.gctmc.org.au
Postal Address:.....PO Box 8582 BUNDALL QLD 4217



Please consult the GCTMC Inc website for up to date event information, news and club activities. The **Club Membership Form** can be found attached to this edition and also on the GCTMC Home page – just click on the link.

RepcO Rally Australia (RRA) Feedback

Don't forget (if you haven't done so already) to express your support for future WRC events in Northern NSW; email a message of support to:
mabc@imcanz.com.au – Attention to Mike Cahill.

Tanah Kita Khanacross # 1 – 21/03/2010

The first Khanacross of 2010 is planned for Sunday the 21st of March at Pimpima. All forms and regulations are available for download from the GCTMC website. Payment can be made electronically prior to the event as per the supplementary regulations and will provide a \$10 discount. Entries will close at 8.00am on the day so be early and don't forget CTP and licences.

BOB's BULLDUST – Bob Bowden

Hi to all members as the year is well under way both at club level and for members having started competition, about to start, still struggling with the car, or still dreaming of competing.

Currently our membership stands at 39 and it would be appreciated if members could give some attention to renewing asap to avoid a last minute rush when your membership is required. The executive are still looking to fill the position of Club Captain if there are any suggestions of volunteers. I think President Peter's idea to push the business along at meetings and allow more social time at club meetings worked well at the Feb meeting so with your help it should continue and the committee have more ideas to try as well. Please note we will be starting the meetings at 7.30 pm sharp or as soon as a quorum is reached.

Personal note - I have launched the year with 3 busy weekends for the datto - Mt Cotton training day, Morgan Park historic weekend, and Morgan park "B" series super sprints. As Jason Ruse once said to me, "Morgan Park is a HOOT" The new extension to the tract looks seriously fast and has created a lot of interest. I know some members ran the "A" series recently and will hopefully give us a report. The highlight of my 3 weekends was the last 2 runs on the Sunday at Morgan Park on a drying track after a wet weekend when Gary Pitt and myself had a very enjoyable duel leading to Gary winning his class and I claimed a third in my class behind a seriously quick Subie and an equally quick Commodore Sports Sedan running for some reason in improved production.

Cheers for now.

Secretary Bob

Morgan Park results for Round 1 on 1.2 klm circuit.

Bob Bowden - 3.02.274	Gary Pitt - 3.03.168	Mark Crapper - 3.04.285
Chris Richards - 3.04.358	Ivan Turkovic - 3.05.732	Nathan Lepp - 3.07.466
Jason Delaney - 3.09.663	Jason Ruse - 3.42.490 (only 1 run and not sure what happened to Jason)	

Rally Event Organising Training – Ron King

I went to the above training event held over 3 days in rally heartland at Gallangowan in the Sunshine Coast Hills on the 19th, 20th and 21st Feb. Organised by the Qld Rally Advisory Panel (QRAP) and sponsored by CAMS it was fully catered and accommodation was in BYO Tents / Campers.

QRAP brought together the current cream of rally event organisers in QLD to pass on their knowledge and explain the latest National Competition Rules and procedures to the 12 or so trainees. As I am involved in organising the Border Ranges Rally later this year, I thought I could benefit from the training.

An example of the training was by Barry Neuendorff, he went through the theory preparing a running schedule, set up notes and roadbook then we jumped in our 4x4s and went over a actual stage and made some real route instructions with Tulips etc.

It was interesting sitting in a 4x4 with 2 other experienced competitors / rally organisers and coming up with 3 different versions of a route instruction, there were many disagreements, but that was part of the lesson as we need to be as consistent as possible and not confuse the rally drivers who will try to drive to these notes.

Then after some theory of course checking by Neil Michel, we went out and done a course check and found many deliberate faults designed to test us. Sheridan from QRAP explained the role of the event secretary and a new CAMS approved and much simpler road card, it is so simple most rallies could put all stages on 1 or 2 - A4 pages.

The whole weekend kept us entertained and on our toes going from theory straight into practice as Gallangowan is in the middle of a thousand rally roads. I thought the training was very beneficial, especially for officials involved in rally's in QLD. No matter how much experience we have it brings officials up to the latest and a consistent standard state wide.

Well done to the organisers and when they run another in future years I recommend to our club members if you are involved in rallies or want to be involved.

Cheers

Ron King

Driver Training – John Newell – Speed Secret Seminars

Ross Bentley, former Indy car driver, Daytona 24hrs winner and author of the Speed Secrets series of books is coming to Australia between March 27 and April 4. Ross is one of the most highly sought after driving coaches in the world.

If you've ever wondered how the people at the top of any sport can do what they do, it's because they have coaches! Ross's proven strategies and techniques will reduce your lap times, improve your consistency so you can perform at your best right from the start, every time you go out on the track. If you're looking for that competitive edge, this is it! It's less than the cost of a race tyre but it will stay with you forever.

Along with providing some coaching to a number of elite drivers, Ross will be presenting his Inner Speed Secrets Seminar in Sydney on March 28 and Brisbane (Mt Cotton) on April 3. Tickets are just \$269 for the full day including lunch, this is a classroom type seminar, it's fast paced and exciting.

Please visit www.speedsecrets.com.au where you can read Ross's full bio and what is covered in the seminar. Here you will also find links to the Sydney and Brisbane seminars. Use discount code ISS2010 before March 21 and get \$20 off the ticket price!

"People will spend thousands upon thousands of dollars on their car to gain a few tenths of a second, and expect it! when in reality much more can be gained by working on themselves and for much less cost" - Ross Bentley.

MONEY BACK GUARANTEE - If you don't think the seminar has anything to offer you, you can leave at lunch time and get your money back! (no-one has ever done this!)

Also, at the time of writing, Ross has just 2 more available days, (March 30 & 31) for private coaching or club event. Maybe there is something we could do with you or your club, perhaps a track / set-up day?

If you think there is something we can do, please get back so we can make it work.

Kind Regards

Jon Newell – Organiser

Email: jon@speedsecrets.com.au – Telephone: 0418 447 915 – Fax: 1300 668 773

Classic Rally Cars To Be Showcased In 2010 ARC – (from www.classicrallycars.com)

In a move to add further spectacle to the Australian Rally Championship, ARCom (Australian Rally Commission) have approved the running of Classic Rally Cars in a closed to Club format prior to the first ARC car in selected ARC events for 2010.

ACRA (Australian Classic Rally Association), put forward a proposal to ARCom recently to ensure that Classic rally cars with a rich Australian Rally heritage could run at the front of the field at ARC events.

Darryn Snooks, President of ACRA has led the charge of the Classics both here and in New Zealand with his Classic Stanza team and has supported the category for many years.

"I am thrilled that many will now see Classic rally cars at the head of the field in the ARC." These cars represent the very fabric of over 40 years of continuous competition in the ARC and you will see some great cars from yesteryear



put on a fabulous show". He said. "We plan also to have static displays as well. There are some cars that are just too valuable to rally but will be there for spectators to see."

Recently, IYK-000, a Ford Escort RS-1800 previously driven by multiple Australian Championship winner Greg Carr, arguably the most famous rally car in Australia, returned to the forest for some demonstration runs prior to the Alpine Rally.

Both Ross Dunkerton and Keith Callinan have Group 4 Escorts that will be competing and Ross, a multiple Australian Rally Champion, is guaranteed to put on a great show. He was running in the top 5 in the Otago Classic rally earlier in the year.

The New ACRA initiative is part of the general resurgence in Classic rallying all around the world and Classic rallying is one of the fastest growing forms of rallying worldwide and locally. "The classic cars represent the golden age and most exciting period of rallying both here in Australia and overseas. Who will ever forget Ari Vatenen in the Castrol Rally around the streets of Canberra or George Fury in the Alpine."

"These cars and the drivers who drive them are legends. Spectators will get to see the cars again driven by some former stars and new entrants to the sport."

"There are a number new classic cars being built by prospective competitors including BDA Escorts, Nissan 240RS, Stanza's and even a Renault Alpine A110 more. Support is growing rapidly for the category." Snooks said.

The recent Alpine Rally proved that Classics are spectacular to watch and are fun for competitors to drive. The Classic category will run at the head of the field at select ARC events.

Editors Blurb – Thomas Rosengreen

Not too much club action to report since February's magazine; this month's Khanacross at Pimpima has been organised and hopefully the wet weather will not disrupt proceedings. Remember to check the website for updates.

Thanks Ron King for the information from the classicrallycars website regarding the classic cars which will be showcased before the modern cars at selected ARC events; this will no doubt make the ARC more interesting for spectators. Hopefully the television coverage of the ARC events will also include footage of these cars. Ron also strongly recommended that I include a Datsun 1600 picture with the article. Check the www.classicrallycars.com website for more details.

As you may know, the WRC season has kicked off in Sweden last month with Mikko Hirvonen taking a close victory from Sebastien Loeb. Rally Mexico has also just wrapped up with Loeb taking the win from former World Champion Petter Solberg who was also driving a C4. Unfortunately, it

may be looking like another Loeb dominated season with again only the same two manufacturers contesting for outright victories.

Continuing on from last months section of the history of the modern WRC, I thought I would make a few club members happy by covering Fords involvement in the WRC. Hopefully the following information is accurate (the internet doesn't lie does it?) but I'm sure I'll find out if it isn't.....

The 1970's - Affectionately known as the Blue Oval, Ford has been involved in the WRC longer than any other team. When 1973 dawned and the new World Rally Championship was created, Ford continued with their proven and classic Ford Escort Mk I. It was upgraded to Mk II a few years later and the Ford team, run from Ford Boreham in the UK, was the main challenger in the series throughout the 1970's. Although factory involvement died off during 1979, the Escort was run by privateers to great effect for years to



come. The Escort ended the decade by winning the 1979 Drivers (Björn Waldegård) and Manufacturers Titles.

With upcoming changes to technical regulations (FIA's Appendix J) and the expected end of production rear wheel drive Escorts in October 1980, it's homologation was in jeopardy. Ford's intention was to continue with rallying so they examined various options, like running a smaller front wheel drive Fiesta. In fact, the Fiesta had been fielded in the 1979 Monte Carlo Rally in the hands of Ari Vatanen and Roger Clark, running alongside Waldegard and Mikkola in Escort RS1800s.

Escort RS1700T – Ford had felt that the Fiesta may not be up to the task and when details of Group B regulations began to emerge, an idea of a special competition version of the new Escort for Group B was conceived. By autumn 1980, initial plans were ready for the new car and design work began. Based on the boxy body shell of the new front wheel drive Escort, the car was to be converted to rear wheel drive and equipped with a turbo. News of the car was leaked to the press early by Walter Rohrl, who had been invited to visit the Ford factory to

discuss a possible drive. Resulting publicity forced Ford to show the car, now dubbed the Ford Escort RS1700T, to the press in July 1981 but at that point it was nowhere near ready.

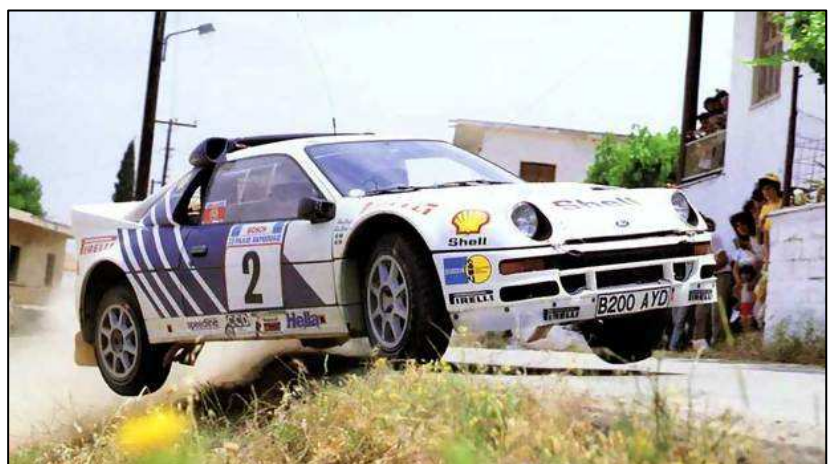


Media was following Ford closely and mounting pressures on them. Official debut dates were set and missed due to delays in choosing the engine and delays in deliveries of the transmissions. Two prototypes, each with different specification, were tested after the 1982 Rally Portugal however, Vatanen

crashed one heavily in a high-speed accident. Nearing completion in early 1983, Ford announced that RS1700T would debut in the 1983 Tour de Corse. But on the 14th of March 1983, the new Director of European Motor Sports Stuart Turner abruptly cancelled the whole project. He saw that car had very little, if any hope against the already established Lancia 037 Rally and 4WD Audi Quattro.

Ford Returns - By this time, Group B was getting wilder by the minute and Ford realized that they couldn't possibly go on with anything even remotely production related. Even though work on the concept had begun right away, it would be almost three more years before the Ford's official WRC re-entry was a reality. The successor was named Ford RS200 and by using only a number as the name of the new car, it demonstrated clearly that there was no link to any production model. As it had no production base, the RS200 had to be designed from scratch and this took time.

On paper, the design was very good, but by the time car reached WRC stages, the opposition was well onto their second evolutions. The RS200 finished third on it's debut in the 1986 Swedish Rally but the tragedies of



1986 soon followed, leading to the immediate ban on evolutions and Group B by the end of the year.

Again Ford was left with little to show for a long and expensive development programme. Luckily they had developed the Group 'A' Ford Sierra alongside the RS200 and had a car ready to rally in time for the 1987 Monte Carlo Rally. Initially, the car was four wheel drive with a 2.8 litre atmospheric engine but soon reverted to a rear wheel drive turbocharged version. Unfortunately for Ford, they had no production version which would have both 4WD and turbo until 1990 when the Sierra Cosworth 4x4 arrived. It was basically a good car, perhaps slightly too big but when the team signed Francois Delecour and later Miki Biasion, Ford's fortunes looked brighter again.

Escort Returns - The all new Ford Escort RS Cosworth debuted in the 1993 Monte Carlo Rally. It was designed to be a brilliant rally car and it was destined to be a brilliant rally car, except that much of it's promise was wasted on Ford management blunders and lack of resources. Much of the car's success came in 1993. Lancia's departure seemed to leave door open for glory but new Japanese challengers in the form of Toyota, Mitsubishi and Subaru had stepped up their efforts and success was hard to come by.



When Delecour's leg was broken in a road accident in 1994, Ford suffered from a lack of drivers. One-off drivers were drafted in to help the team, including Tommi Makinen who got his break by winning the

1994 1000 Lakes Rally. Running a full-blown rally team with Ford UK employees from Boreham was a huge financial and logistical drain. In the end, Ford gave running of their rally team over to RAS at Belgium for the 1995 season.

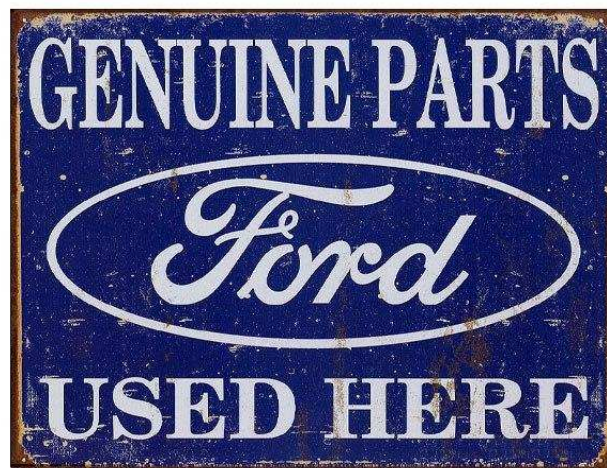
M Sport Era - Since 1997, Ford's WRC programme has been run by Malcolm Wilson's M-Sport. For two years they ran a World Rally Car version of the Escort, hastily assembled cars that managed to reach the start line of the 1997 Monte Carlo Rally only at the last minute. But for

the start of the 1999, Ford not only debuted the brand-new Ford Focus WRC but also had lured Colin McRae from Subaru. The new Focus was a bit of a rush job but soon gained fame with it's extreme ruggedness - a requirement for McRae's style of driving. When Carlos Sainz joined the team for 2000, Ford seemed to have a perfect line-up. Despite trying harder than ever, the team was unable to capture either of the titles over the next few years.



For 2003, Ford made radical decision and did not renew it's contract with neither McRae or Sainz but instead relied on younger (and much cheaper) Markko Martin and Francois Duval. This allowed them to concentrate on car development and with new chief engineer Christian Loriaux, the team produced the best Focus variant yet, the famous Focus WRC2003. Unfortunately, it was fragile and even though the young drivers did well, the drivers and manufacturers titles remained out of reach. Both Martin and Duval were soon lured away to other teams and the 2005 season was a bit of a stop-gap year of preparation (once again).

After Peugeot withdrew from the WRC, their star Marcus Gronholm joined Ford for 2006 and Ford was finally able to capture the manufacturers title after 27 years. The feat was repeated again for 2007, this time against the full backing of the Citroen works team.



2010 FIA WRC Start Dates

- ~~1. Rally Sweden – 12/02/2010 (1st – Mikko Hirvonen – Ford Focus WRC)~~
- ~~2. Rally Mexico – 5/03/2010 (1st – Sebastien Loeb – Citroën C4 WRC)~~
3. Jordan Rally – 01/04/2010
4. Rally of Turkey – 16/04/2010
5. Rally New Zealand – 07/05/2010
6. Rally de Portugal – 28/05/2010
7. Rally Bulgaria – 09/07/2010
8. Rally Finland – 29/07/2010
9. Rally Deutschland – 20/08/2010
10. Rally Japan – 10/09/2010
11. Rallye de France – 30/10/10
12. Rally de Espana – 22/10/2010
13. Rally of Great Britain – 11/11/2010

2010 ARC Rally Start Dates

- ~~1. Rally Tasmanian – 26/02/2010 (1st – Scott Pedder – Lancer Evo IX)~~
2. Quit Forest Rally (WA) – 16/04/2010
3. Coffs Coast Rally (NSW) – 15/05/2010
4. Scouts Rally SA – 26/06/2010
5. International Rally (QLD) – 31/07/2010
6. Rally Victoria – 13/11/2010

2010 FIA F1 Dates

1. Bahrain Grand Prix (Sakhir) – 14/03/2010
2. Australian Grand Prix (Melbourne) – 28/03/2010
3. Malaysian Grand Prix (Kuala Lumpur) – 04/04/2010
4. Chinese Grand Prix (Shanghai) – 18/04/2010
5. Spanish Grand Prix, (Catalunya) – 09/05/2010
6. Monaco Grand Prix (Monte Carlo) – 16/05/2010
7. Turkish Grand Prix (Istanbul) – 30/05/2010
8. Canadian Grand Prix (Montreal) – 14/06/2010
9. European Grand Prix (Valencia, Spain) - 27/06/2010
10. British Grand Prix (Silverstone) – 11/07/2010
11. German Grand Prix, (Hockenheim) – 25/07/2010
12. Hungarian Grand Prix, (Budapest) – 1/08/2010
13. Belgian Grand Prix, (Spa-Francorchamps) – 29/08/2010
14. Italian Grand Prix, (Monza) – 12/09/2010
15. Singapore Grand Prix, (Singapore) – 26/09/2010
16. Japanese Grand Prix, (Suzuka) – 10/10/2010
17. Korean Grand Prix, (Yeongam) – 24/10/2010
18. Brazilian Grand Prix, (Sao Paulo) – 8/11/2010
19. Abu Dhabi Grand Prix, (Yas Marina) – 14/11/2010

YEAR 2010 PROPOSED EVENTS							
START DATE	FINISH DATE	STATE	ORGANISER	EVENT	EVENT CLASSIFICATION	VENUE	COMMENTS
17th Feb 2010 GCMTC General Meeting	17/02/2010	QLD	GCTMC	Multi-club	-	Merrimac State High School	General Meeting
21st Feb 2010 Mt Cotton Hillclimb Track Attack Training Day	21/03/2010	QLD	MGCCQ	Multi-club	Auto Test	MT. Cotton	Hillclimb
27th Feb 2010 Sunday Sprints	28/02/2010	QLD		Multi-club	Speed	Morgan Park	Sprint
13th Mar 2010 MGCCQ State Champ Race	14/03/2010	QLD	MGCCQ	State Race Champ	Race	Morgan Park	Race
17th Mar 2010 GCTMC General Meeting	17/03/2010	QLD	GCTMC	Meeting	-	Merrimac State High School	General Meeting
19th Mar 2010 Gatton Sprints	21/03/2010	QLD	AARG	Multi-Club	Speed	Gatton Industrial Centre	Sprint
21st Mar 2010 GCTMC Tanah Kita Khanacross Rd#1	21/03/2010	QLD	GCTMC	Multi-club		Tanah Kita Nursery, Yalwalpah Rd, Pimpama	Multi-club Khanacross
21st Apr 2010 GCTMC General Meeting	21/04/2010	QLD	GCTMC	Meeting		Merrimac State High School	General Meeting
30th Apr 2010 Qld 500	2/05/2010	QLD	CAMS	Nat. Race	Race	QLD Raceway	V8 Supercar Series
19th May 2010 GCTMC General Meeting	19/05/2010	QLD	GCTMC	Meeting		Merrimac State High School	General Meeting
23rd May 2010 GCTMC Tanah Kita Khanacross Rd#2	23/05/2010	QLD	GCTMC	Khanacross		Tanah Kita Nursery, Yawalpah Rd, Pimpama	Multi-club event
16th June 2010 GCTMC General Meeting	16/06/2010	QLD	GCTMC	Meeting		Merrimac State High School	General Meeting
21st July 2010 GCTMC General Meeting	21/07/2010	QLD	GCTMC	Meeting		Merrimac State High School	General meeting
2nd Oct 2010 GCTMC Border Ranges Rally "all-comers" event including Historic/Classic cars	2/10/10	NSW	GCTMC	Multi-club Rally		Urbenville	Gravel Special Stage Rally
7th Oct 2010 Supercheap Auto Bathurst 1000	10/10/2010	NSW	CAMS	International Race	Race	Bathurst	V8 Supercar Series
12th Nov 2010 Rally Victoria	14/11/2010	Vic	PCC	Nat.Rally	Speed	Drouin	ARC/VRC
3rd Dec 2010 Sydney Telstra 500	5/12/2010	NSW	V8 Supercars	Nat. Race	Race	Homebush	V8 Supercar Series

Funnies

Never Say to a Police Officer

- I can't reach my license unless you hold my beer.
- Sorry, Officer, I didn't realize my radar detector wasn't plugged in.
- Aren't you the guy from the Village People?
- I thought you had to be in relatively good physical condition to be a police officer.
- Which way to Krispy Kreme?
- I pay your salary!
- Gee, Officer! That's terrific. The last officer only gave me a warning, too!
- Do you know why you pulled me over? Okay, just so one of us does.
- I was trying to keep up with traffic. Yes, I know there are no other cars around.. That's how far ahead of me they are.

Fifty Dollars is Fifty Dollars

Morris and his wife Esther went to the state fair every year,
And every year Morris would say,
'Esther, I'd like to ride in that helicopter.'
Esther always replied,
'I know Morris, but that helicopter ride is fifty dollars,
And fifty dollars is fifty dollars.'
One year Esther and Morris went to the fair, and Morris said,
'Esther, I'm 85 years old.
If I don't ride that helicopter, I might never get another chance.'
To this, Esther replied,
'Morris that helicopter ride is fifty dollars, and fifty dollars is fifty dollars.'
The pilot overheard the couple and said,
'Folks I'll make you a deal. I'll take the both of you for a ride. If you
can stay quiet for the entire ride and don't say a word I won't charge you a penny!
But if you say one word it's fifty dollars.'
Morris and Esther agreed and up they went.
The pilot did all kinds of fancy manoeuvres, but not a word was heard.
He did his daredevil tricks over and over again,
But still not a word.
When they landed, the pilot turned to Morris and said,
'By golly, I did everything I could to get you to yell out, but you didn't. I'm impressed!'
Morris replied,
'Well, to tell you the truth,
I almost said something when Esther fell out,
But you know, fifty dollars is fifty dollars!'

The Lion

A man walks into a bar with a giraffe and they proceed to get blitzed. The giraffe drinks so much it passes out on the floor. The man gets up and heads for the door to leave when the bartender yells, "Hey! You can't leave that lyin' there!" The drunk replies, "That's not a lion! It's a giraffe."

If anyone has anything they want included in future newsletters, please email me at trosengreen@goldcoast.qld.gov.au with details.

CLUB MEMBERSHIP FORM

Gold Coast Tweed Motorsporting Club Inc.

PO Box 8582 Gold Coast Mail Centre QLD 9726

www.gctmc.org.au

CAMS affiliated.

Name:	
Address:	
..... Post code:	
Phone:	Mobile:
Email:	

I hereby apply for membership of Gold Coast Tweed Motorsporting Club Inc. I agree to be abide by a spirit of fair play and good humour and by the Constitution of the Club and any amendments thereto.

Signed: **Dated:**

I/We wish to receive our newsletter by (tick one)

Mail:

Email:

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

This is an Individual membership (\$60): (tick one)

Family Membership (\$80):

A family membership caters for 2 adults and 2 children up to 18 yo, additional under 18's \$10.00 per membership. Please note, only 1 newsletter will be distributed per family membership.

All family members must complete and sign a membership application form.

Club Use Only:
Fee paid: \$
Date:
Form to membership officer
Copy to newsletter editor: