



**APRIL 2010**

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

Welcome to the April newsletter and remember the club will be meeting on Wednesday night, the 21st of April, at the Merrimac High School in Mermaid Waters at 7.30pm.



Toyota's involvement in the WRC is covered in this months magazine

# **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.

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### **Tanah Kita Khanacross # 1 – 09/05/2010**

The Khanacross which had been planned for the 21<sup>st</sup> of March has now been rescheduled for the 9<sup>th</sup> of May. The March event had to be postponed due to wet weather since the track at Pimpima is low lying and suffers from a lack of adequate drainage.

All forms and regulations will be 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.

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### **BOB's BULLDUST** – Bob Bowden

My datto had a new computer installed in order to be more flexible in tuning and then the turbo shot itself on the dyno – ho hum! Struts are currently with the Seatons getting more negative camber then another wheel align for a little toe out. Does it ever stop ?

Stanthorpe super sprints are on weekend of May 29/30 after Morgan Park "B" series round 2 on 22/23 May. Stanthorpe is always a great weekend for the tarmac enthusiasts. I will be there again this year (only runs twice/year). GCTMC's membership now stands at 54.

Cheers - Bob

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### **SOLVIX CHALLENGE 2010** - [www.bscc.asn.au](http://www.bscc.asn.au)

The Solvix Challenge will be held again this year organised by the Brisbane Sporting Car Club. The date selected is Saturday 8 May. The format will be similar to that run in the last three years. i.e. a Touring Assembly with Instructions based on Map Reading. The distance will be approximately 250km. Almost all of this will be on bitumen roads with only a small amount of good quality gravel.

Once again the event will be sponsored by John Colvin and is business Solvix I T Solutions. Supplementary Regulations will be available to Competitors soon after Easter. As in previous years the Maps used will be 1 to 100000 Topographic Maps. These Maps will be supplied with the Route Instructions.

Worried about Map Reading ? The Organizers will be providing a comprehensive Training Session where Competitors can learn the basics and ask questions. This Session will be held at the BSCC Clubrooms on Monday 25 April.

Being a Touring Assembly there is no requirement for a Compulsory Third Party Insurance Extension and only one Crew Member needs to be a current Member of a Car Club and hold a CAMS Competition Licence. Check the BSCC website for more information.

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### **2010 Border Ranges Rally**

Organising of the 2010 Border Ranges Rally is underway with Ron King out and about looking for new roads for the rally, the picture (right) taken by Ron shows a bit of a sneak preview of what competitors can expect. The event is set to start on the first Saturday in October and again will be based in Urbenville in Northern NSW. Nathan Quinn from Coffs Harbour won last years event in a Mitsubishi Lancer Evo IX.



**Calling all car clubs: \$1,000 for the best Cootha Classic car club display**

Your club could win \$1,000 for the best car club display when the proud history of Brisbane motorsport comes alive on Saturday 29 and Sunday 30 May at the Cootha Classic.

The Cootha Classic will see over 250 historic cars and motorcycles both on display and competing in timed sprints up Brisbane's iconic Mount Coot-tha, showcasing over 80 years of automotive racing technology.

\$1,000 is up for grabs on both Saturday 29 and Sunday 30 May for the best display. Cars will be displayed at J.C. Slaughter Falls car park. Entry to the event is via Simpsons Road on the eastern slopes of Mount Coot-tha.

Admission is \$20 per head and \$5 per car park. A weekend adult pass is available for \$30. Tickets can be purchased upon entry. For further event details including a map of the area visit [www.coothaclassic.com.au](http://www.coothaclassic.com.au).

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**2010 Level 2 Online Licence Renewal** - Graham Fountain (Chief Executive Officer - CAMS)

Dear Members,

I would like to take this opportunity to thank you for your continued participation in CAMS authorised motor sport during the past 12 months. I would also like to highlight some important information for you when considering the renewal of your CAMS Level 2 Competition licence for 2010.

**HOW DO I RENEW ONLINE?**

I am pleased to announce that the CAMS members' portal is now open and that you can update your personal information and renew your Level 2 licence online, without the need to complete a hard-copy form and mail or fax it to the CAMS office. Simply complete the process online (any time, any day) and your licence will arrive by mail within a few working days. This online renewal process will significantly cut the time taken for your licence to be processed, particularly if you pay using a credit card which allows the complete transaction to occur online. I encourage you to utilise this new system by following the attached simple step-by-step instructions detailing how to access the portal and renew your licence.

In moving to the online environment it is very important for me to assure you of some critical information with respect to the security of this process:

- All credit card transactions are totally secure using our online provider SecurePay;
- CAMS does not receive nor store any credit card information when a member processes via the online system;
- All monetary transactions will be accompanied with a reference / receipt number for tracking purposes;
- Your personal information is stored securely and managed in accordance with the CAMS Privacy Policy.

## CAN I STILL COMPLETE MY RENEWAL MANUALLY?

Yes, of course you can. Whilst the ability to renew your licence online is a significant, positive step forward, I acknowledge that some people are not comfortable transacting money over the internet. With this in mind please note that you can still send your renewal form in manually using the attached form, or you can contact the Customer Services team on 1300 883 959 to assist you.

I am sure you will enjoy the convenience of this new approach to licence processing. Any feedback or suggestions would also be welcomed. This is the first stage of our exciting IT project aimed specifically at supporting our members and clubs, as well as enhancing our customer service. We look forward to receiving your application and wish you a safe and enjoyable 2010.

Yours faithfully,

**Graham Fountain**

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### **Editors Blurb** – Thomas Rosengreen

Again, not too much happening on the club level since last months magazine but plenty happening in the bigger world of motorsport.

The seemingly unstoppable Sebastien Loeb took victory again in his Citroen C4 in the recent Rally of Turkey, beating out Jari-Matti Latvala driving a Ford. Interestingly, 2007's Formula One World Champion Kimi Raikkonen finished 8<sup>th</sup>, picking up 4 World Championship points. After three rounds, Loeb is leading the 2010 Championship Title race on 68 points ahead of Latvala on 43.

In Formula One, The Australian Grand Prix was run and won with current World Champion Jenson Button taking his first victory of the season ahead of Robert Kubica. Lewis Hamilton found out the hard way that there is defiantly no excitement allowed while driving on Australian roads. Mark



Webber's comments after the incident hit the nail on the head; he branded Victoria a nanny state, saying the growing number of rules and regulations left him feeling as though he needed to read an instruction book before getting out of bed. Unfortunately, it seems that Queensland isn't far behind.

In the Malaysian Grand Prix, Sebastian Vettel dominated taking victory ahead of pole sitter Webber who never really troubled Vettel after leaving the door open for his teammate at turn one. The 2010 F1 season is looking like a good one with 3 different drivers and Manufacturers winning in the first 3 races.

Good news for Rally Queensland based on the Sunshine Coast, with news that former WRC driver Chris Atkinson has been signed for the event. Alister McRae will be joining Chris, also driving a Proton Satria Neo S2000. Rally Queensland, which is due to start on 30<sup>th</sup> July, is also round 4 of the FIA Asia Pacific Rally Championship (APRC). The first of the 7 rounds for the APRC begins in Malaysia on the 24<sup>th</sup> of April. Cody Crocker is the defending APRC Champion winning last year in a Subaru WRX.



Continuing on with historic WRC cars, teams and events, I thought I would take my chance to showcase Toyota's involvement in the sport.

**Toyota Team Europe** – Toyota's WRC story began in 1972 when Sweden's Ove Andersson created Andersson Motorsport. Based in his home town of Uppsala, Andersson prepared Toyota's 1600GT for international rallying. Andersson also continued to drive for other manufacturers and in 1975 won his first World Championship event on the Safari Rally driving a Peugeot 504 (Ove's first rally victory was on the Monte Carlo in 1971 for Alpine Renault).

Toyota's first WRC win came in the 1975 1000 Lakes Rally when Hannu Mikkola won in a



1600cc Toyota Corolla. This was also the same year the team moved from their small workshop in Sweden to a professional workshop in Brussels, Belgium and officially became known as Toyota Team Europe (TTE). While the team would have preferred developing the smaller Corolla as it's primary rally car, Toyota

pushed for the Celica to be raced as it considered rallying to be an ideal arena for marketing it's sports car to a world wide audience.

A lack of funding in the early years meant difficulty in keeping top line drivers; this combined with a lack of outright speed against it's competitors meant that results were below expectations. In the late 70's, homologation problems with its 16-valve engines also surfaced, as it did with several other manufacturers of the time. In 1979, TTE relocated to Cologne, West Germany where it still remains today (although now named Toyota



Motorsport GmbH). The team persisted and it's efforts were finally rewarded in 1982 when Bjorn Waldegard won Rally New Zealand in a Celica 2000GT.

**Celica Twin Cam Turbo** - When Group B regulations were introduced, Toyota were not prepared to fund a new four wheel drive vehicle so the team continued with the rear wheel drive Celica. The fairly unrestricted Group B regulations allowed TTE to produce their best rally car to date, the Celica Twincam Turbo. Being only two wheel drive, the car was uncompetitive in the European sprint rallies against the Audi's and Peugeot's. The team however had great



success in the African marathons winning the Safari three years in a row from 1984 to 1986; and also the Ivory Coast Rally three times in 1983, 1985 and 1986.

When Group B came to an end in 1986, TTE were left without a competition car. To continue racing the Toyota Supra was enlisted. As a stop gap measure, the Supra was uncompetitive being fairly heavy and rear wheel drive. It did achieve limited success with a third place in the 1987 Safari Rally.

**Celica GT-4 ST165** – For 1988, Toyota finally gave in and decided to homologate a vehicle with dedicated turbo and four wheel drive; this also coincided with the upgrading of TTE facilities in West Germany. With World Champion Juha Kankkunen drafted in for 1988, the

new Celica GT-4 seemed ready for a championship assault. Unfortunately the new Celica didn't perform as per expectations and failed to win a single rally in it's first season. The break for the ST165 came in 1989 when Kankkunen won Rally Australia. More success followed and in 1990, Carlos Sainz finally broke the stranglehold of Lancia by winning the Drivers Championship. In 1991, Toyota couldn't repeat it's success and although the Celica won six rallies, the Drivers title went back to Lancia with Kankkunen in a Delta. The Manufacturers title also went to Lancia for the sixth consecutive season (Lancia went on to win it's seventh and final Manufacturers Title in 1992).



**Celica GT-4 ST185**

- When the 1992 season dawned, a new evolution of the Toyota Celica emerged. The road car used for homologation was redesigned with many lessons learnt from the original GT-4 particularly in regard to engine cooling which had been an issue in the ST165. It also featured a revised twin entry turbo, a water to air intercooler and increased overall



reliability. In it's first season, the new Celica claimed the Drivers Championship for Sainz. It then went on to win both Drivers and Manufacturers Championships in 1993 (Juha Kankkunen) and 1994 (Didier Auriol). The ST185 won the last of these Manufacturers' titles against strong competition from Subaru's Impreza WRX,

Mitsubishi's Lancer Evo and Ford's Escort RS Cosworth. Despite winning every Drivers Championships in the three years it competed, the ST185 was replaced in 1995 with the new ST205. During it's three years in the WRC, the ST185 took 16 rally wins making it the most successful rally car in Toyota's history.

**Celica GT-4 ST205** - TTE started the 1995 season with a reasonable amount of optimism; not just because of it's recent domination, but because it had a new, improved model to work with.

Unfortunately, this confidence was short lived and the new Celica with it's long overhangs and unfavourable weight distribution, was found to be uncompetitive compared to it's smaller, more nimble rivals from Subaru, Mitsubishi and Ford. The engine essentially remained the same as the outgoing ST185 model but with new turbo restrictions placed on



engines for the 1995 season (turbo restrictors went from 38mm to 34mm), Toyota all but lost the power advantage it had previously enjoyed.

And so began one of the biggest cheating scandals to ever hit the WRC. During scrutineering following the 1995 Rally Catalunya, it was discovered that TTE had fitted an illegal turbo restrictor device that incorporated a bypass which used a spring loaded device to deliberately conceal it from scrutineers. *"It's the most ingenious thing I have seen in 30 years of motorsport"* admitted FIA President Max Mosley after an extraordinary meeting of the FIA's World Council. Mosley went on to explain how the system worked *"When the system was dismantled, the flange would automatically close itself and remove evidence that extra air could have entered the engine. This system not only allowed extra air which did not pass through the restrictor to enter the engine, but the restrictor itself could also illegally be moved further form the turbo."*



*"The hose was fixed to the restrictor by a jubilee clip. A special tool was then applied to open the device and then the device then gripped in the open position by a second clip. Both of these clips had to be undone for a scrutineer to check the restrictor and in the process of opening those clips the device snapped shut."*

*"Inside it was beautifully made. The springs inside the hose had been polished and machined so not to impede the air which passed through. To force the springs open without the special tool would require substantial force. It*

*is the most sophisticated and ingenious device either I or the FIA's technical experts have seen for a long-time. It was so well made that there was no gap apparent to suggest there was any means of opening it."*

Although not sure of the power advantage the illegal restrictors gave the Celica, the FIA estimated that it may have been up to 50 BHP. A considerable amount considering the vehicles at the time should have only produced around 300. The FIA immediately handed TTE a 12 month ban and stripped the points that it and its drivers had received including those for wins in the Tour de Course (Didier Auriol) and Safari Rally (Yoshio Fujimoto – although the 95 Safari was not officially part of the WRC).

**Corolla WRC** - After the fiasco of 95, TTE returned to the WRC in 98 with the new Toyota Corolla World Rally Car. TTE turned Toyota's mass produced front wheel drive Corolla into its new championship contender by utilising the new World Rally Car regulations. Despite being much shorter in overall length than the Celica, its wheelbase was almost identical. Carlos Sainz

was also reenlisted into the team winning in his first outing on the Monte Carlo Rally, also winning later in the season in New Zealand. The 1998 Drivers Title ultimately came down to the final round in Great Britain between Sainz and Tommi Mäkinen. After Mäkinen retired on day one, Sainz looked set to clinch the



title, only needing to finish fourth or better. Unfortunately, 500m from the end of the final stage and 500m from claiming his third Drivers Championship, the Corolla succumb to mechanical failure. Sainz, with the worlds media watching, demonstrated his disgust by smashing his helmet through the rear window. Sainz misfortune ultimately handed Mäkinen his third straight Drivers Title in the Mitsubishi.

Although winning the Manufacturers Title in 1999, it was another fairly disappointing year for the Corolla which only had one victory in Rally China. To the surprise of few (after earlier announcing its intentions to compete in Formula 1), Toyota officially withdrew from Rallying at the end of the 1999 season.

Toyota entered F1 in 2002 and then disappointingly withdrew in 2009 without winning a single race. Its best result was second which they achieved five times – in 2005, 2008 and 2009.

### **2010 FIA WRC Start Dates**

1. ~~Rally Sweden – 12/02/2010~~ (*1<sup>st</sup> – Mikko Hirvonen – Ford Focus WRC*)
2. ~~Rally Mexico – 5/03/2010~~ (*1<sup>st</sup> – Sebastien Loeb – Citroën C4 WRC*)
3. ~~Jordan Rally – 01/04/2010~~ (*1<sup>st</sup> – Sebastien Loeb – Citroën C4 WRC*)
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 Start Dates**

1. ~~Rally Tasmanian – 26/02/2010~~ (*1<sup>st</sup> – 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~~ (*1<sup>st</sup> – Fernando Alonso – Ferrari*)
2. ~~Australian Grand Prix (Melbourne) – 28/03/2010~~ (*1<sup>st</sup> – Jenson Button – McLaren*)
3. ~~Malaysian Grand Prix (Kuala Lumpur) – 04/04/2010~~ (*1<sup>st</sup> – Sebastian Vettel – Red Bull*)
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
21th 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**

### **The advantages of being a WOMAN**

- We absently hum tunes from musicals without anyone being suspect of our sexuality;
- We can have partners that are years younger than us without being called dirty old perverts;
- We got off the Titanic first;
- We can be groupies. Male groupies are stalkers;
- It's cool to be a daddy's girl. It's sad to be a mommy's boy;
- We can cry to get out of speeding fines;
- The thrill of surprising people by being good at darts... and pool... and football;
- Men die earlier so we get to cash in on the life insurance;
- Taxis stop for us;
- We get drunk quicker and cheaper;
- We don't look like a frog in a blender when dancing.

### **The advantages of being a MAN**

- Phone conversations are over in 30 seconds flat;
- A five-day vacation requires only one suitcase;
- You can open all your own jars;
- You don't have to learn to spell a new last name;
- You can leave the motel bed unmade;
- You get extra credit for the slightest act of thoughtfulness;
- Wedding plans take care of themselves;
- If someone forgets to invite you to something, he or she can still be your friend;
- Your underwear is \$10 for a three-pack;
- If you are 34 and single, nobody notices;
- Three pairs of shoes are more than enough;
- Car mechanics tell you the truth;
- Gray hair and wrinkles only add character;
- If another guy shows up at the party in the same outfit, you just might become lifelong friends;
- You are unable to see wrinkles in your clothes;
- The same hairstyle lasts for years, maybe decades;
- You don't have to shave below your neck;
- You have freedom of choice concerning growing a moustache;
- Christmas shopping can be accomplished for 25 relatives, on December 24th, in 45 minutes.

If anyone has anything they want included in future newsletters, please email me at [trosengreen@goldcoast.qld.gov.au](mailto: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.**

<b>Name:</b> .....	
<b>Address:</b> .....	
..... <b>Post code:</b> .....	
<b>Phone:</b>	<b>Mobile:</b>
<b>Email:</b>	

**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:** .....

**Please note, newsletter will be sent via email only.**

**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.**

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