



JUNE 2010

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

Welcome to the June newsletter and remember the club will be meeting on Wednesday night, the 16th of June, at the Merrimac High School in Mermaid Waters at 7.30pm.



Winner of Tana Kita Khanacross # 1 (09-05-2010) Matt Linning



Winner of Tana Kita Khanacross # 2 (23-05-2010) Ron Van Opstal

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:](#)Matt Linning
[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
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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.

Tanah Kita Khanacross 1 & 2 – Ron King

The last two khanacrosses have used the new longer track layout built by Peter Preston which features a fast sweeping last corner which is exciting for both competitors and spectators alike. The new track is about 300m longer and spectators don't need to walk along the top bank to see the cars in action.

Tanah Kita #1 was on Sunday 09/05/10, mothers day, but a surprisingly large contingent of 21 drivers risked the wrath of their mothers and wife's to compete.

Rain threatened this event, but a lot of Bob Cat work by Pete ensured the track was great. This event saw some exciting driving, especially from Nick Johnson in the orange Mk1 Escort with a second hand 1600 motor (thrown out by Shaun Brown I was told!) absolutely thrill all with his reckless driving and nano second gear changes. He was rewarded with class B win and 2nd O/R. Another young gun was Marcus Connolly in a Datsun 1600 (with another second hand 2 litre bitsa motor) who threatened to cause an upset in class C (under 2 ltr) until he hit too many witches hats.

Class C was contested by the not so young Rick Baggerley, who ended up 2nd to Matt Linning, who was on fire and not only took out class C but for the first time for a long time won 1st O/R in a 2WD car! well done. Class D was a battle of the rotary rockets of Ivan Voevodin and Pete Preston with Ivan showing that marriage has not slowed him down taking out this class and 4th O/R. Linda Newell took out the ladies award in the Civic, from Lynne Taylor in Matts Escort. Lastly the battle of the 4WD rockets went down to the wire between Tom



Nick Johnson in the Escort impressed

Rosengreen in the silky smooth Celica and Ron Van Opstel in the Subaru WRX, with Tom winning class F and 3rd O/R to boot, Ron was left calling for a recount.

Paul Pyyvaara made a long awaited return to competition in a 4WD Lancer GSR but after his wife Mia ripped off the front spoiler, decided to wait until the car had some upgraded springs and things before he pushes too hard. Would someone give him an old Holden ute, we loved the way he threw his Holden VS ute around a few years back taking Australia by storm and surprising many in the ARC.

Thanks to Tony Taylor who was the Secretary helping myself as Clerk of course, also Bob Bowden and Mick Bruce and all officials. Hey and we don't have CAMS stewards at Khana crosses now, so we have to self regulate on the day!

Tanah Kita #2 was held just 2 weeks later on 23/05/10, once again wet weather threatened and once again Pete spent hours grading the mud off the track, which quickly became fast and smooth once competitors started racing around. Also, a surprising 26 competitors rocked up just 2 weeks after the last event, word has got around about the great track!



Karl Van Morsel & Nick Van Morsel entertained driving the Chevy Caprice

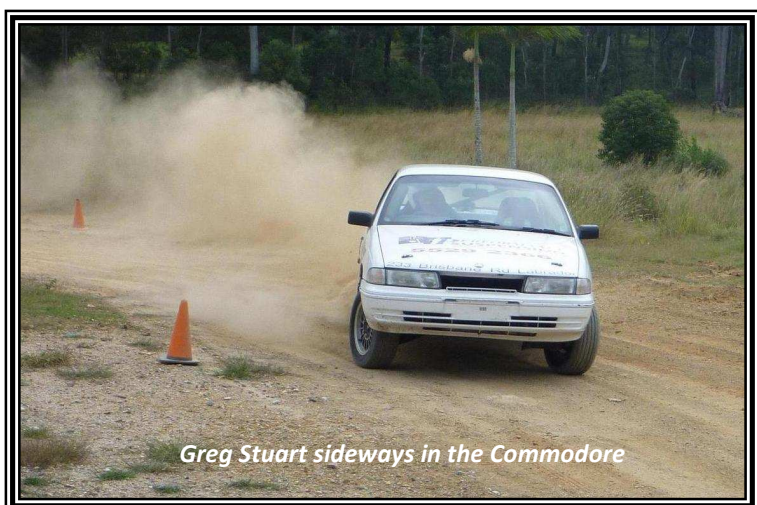
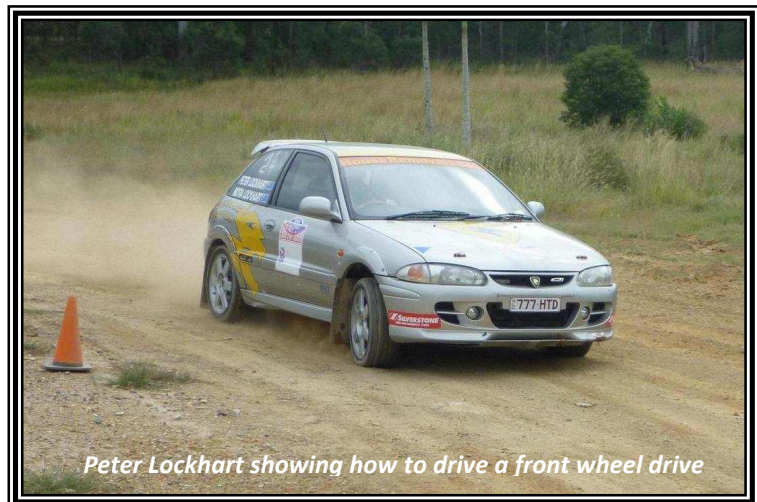
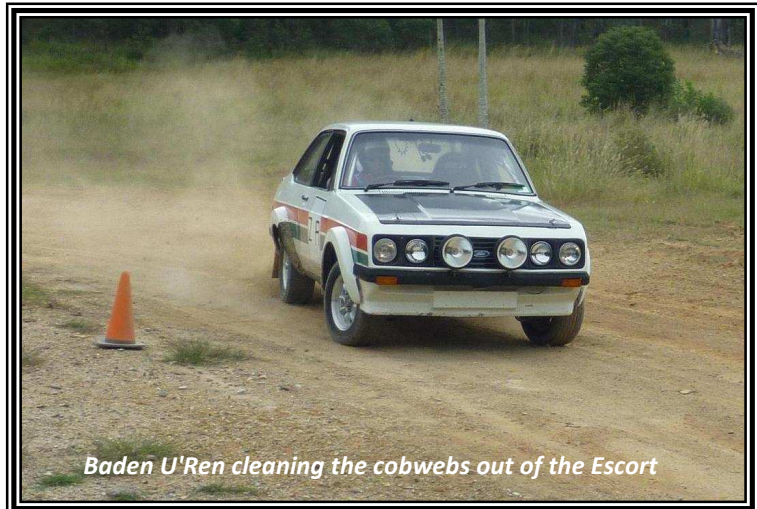
Again spectators were treated to a lot of very exciting competition, mainly due to Karl and Nick Van Morsel in a huge Chevy V8 ex movie world stunt Police car, complete with red and blue lights on the roof. The sign on the door said to SERVE and PROTECT but these guys

were there to EXCITE and ENTERTAIN as they threw the big car around, putting in some very quick times and to see the big automatic fly off the line as quick as any 4WD rocket was a treat, thanks guys for the entertainment, come back anytime you like.

In the 4WD class it was another battle between Ron Van Opstel in the WRX and Tom Rosengreen in the Celica, this time Ron kept away from witches hats, winning the class and outright to boot. Matt Linning in the trusty Escort recovered to take out the under 2ltr class from Peter Stacey in a Datsun 1600, both competitors were 3rd and 4th O/R, next was Pete Preston in the R100 Mazda rotary rocket who took out over 3 under 4 litre class from Ivan Veovodin in Petes R100. Just as well, as it was Petes car on his own track, how could he be beaten! Then in the big banger class we had 2 V8s wow! and Greg Stuart in the Commodore held off the Chevy Police Car (too many witches hats) to win his class. Lynne Taylor in Matts Escort took out the Ladies Trophy, well done after chasing this trophy for some time.

Thanks To Tony Taylor who was Clerk of Course, great job, and thanks to Pete Lockhart and all the officials on the day. Thanks also to Matt from CAR

SPARKS AUSTRALIA in Ashmore, his auto electrical business donated around \$55 worth of drinks at the last Khanacross, & I drank half of them on the day!



Tanah Kita Khanacross 09/05/2010

Position	Car No.	Name	Class	Cat	Stage Times										Total Diff (sec.)	Total Diff											
					Stage 1		Stage 2		Stage 3		Stage 4		Stage 5				Stage 6		Stage 7								
					Diff from list	Pos.	Diff from list	Pos.	Diff from list	Pos.	Diff from list	Pos.	Diff from list	Pos.			Diff from list	Pos.	Diff from list	Pos.	Z	Diff from list	Pos.				
1	14	Matt Linning	C	Escort	58.58	1.0	4	58.08	1.2	2	59.68	1.4	6	56.63	0.0	1	60.02	0.0	1	60.86	0.4	2	60.43	0.2	4	414.3	0.0
2	6	Nick Johnson	B	Escort	59.55	1.9	8	59.57	2.7	6	59.55	1.3	5	57.50	0.9	4	62.50	2.5	6	61.20	0.8	4	61.71	1.5	7	421.6	7.3
3	19	Tom Rosengreen	E	Cellia	58.19	0.6	3	62.80	5.9	10	59.00	0.7	3	57.13	0.5	2	65.32	5.3	10	60.44	0.0	1	60.22	0.0	1	423.1	8.8
4	12	Ivan Voevodin	D	RX-7	57.61	0.0	1	66.91	10.0	16	58.30	0.0	1	58.44	1.8	9	60.48	0.5	3	61.85	1.4	5	60.30	0.1	2	423.9	9.6
5	5	Ron Van Opstel	F	WRX	59.33	1.7	7	56.90	0.0	1	59.05	0.8	4	58.11	1.5	7	65.63	5.6	11	61.06	0.6	3	64.63	4.4	11	424.7	10.4
6	4	Craig Newell	B	Civic	59.24	1.6	6	59.49	2.6	4	60.92	2.6	9	58.02	1.4	5	66.36	6.3	12	62.60	2.2	7	60.32	0.1	3	427.0	12.7
7	9	Rick Baggerley	C	Escort	58.11	0.5	2	64.40	7.5	12	61.85	3.6	10	58.18	1.6	8	60.68	0.7	4	63.20	2.8	9	62.66	2.4	9	429.1	14.8
8	3	Paul Pyyvaara	F	GSR	60.43	2.8	11	59.74	2.8	7	62.84	4.5	11	60.80	4.2	11	62.85	2.8	7	62.50	2.1	6	60.57	0.4	5	429.7	15.5
9	1	Marcus Connolley	C	1600	59.13	1.5	5	59.40	2.5	3	58.33	0.0	2	57.16	0.5	3	60.47	0.4	2	68.09	7.7	13	71.82	11.6	16	434.4	20.1
10	18	Peter Preston	D	R-100	59.66	2.1	10	60.42	3.5	8	59.70	1.4	7	67.81	11.2	18	61.01	1.0	5	63.00	2.6	8	66.76	6.5	13	438.4	24.1
11	7	Quinton Nicholson	F	Landcruiser	59.58	2.0	9	59.56	2.7	5	65.99	7.7	13	59.54	2.9	10	63.25	3.2	8	69.05	8.6	15	62.24	2.0	8	439.2	24.9
12	17	Karl Van Morsell	C	-	66.96	9.3	14	61.09	4.2	9	59.72	1.4	8	58.03	1.4	6	84.00	24.0	20	67.30	6.9	11	60.97	0.8	6	458.1	43.8
13	11	Linda Newell	L	Civic	73.70	16.1	20	64.43	7.5	13	68.85	10.6	16	61.23	4.6	12	65.13	5.1	9	63.50	3.1	10	64.02	3.8	10	460.9	46.6
14	15	Mia Pyyvaara	L	GSR	65.59	8.0	12	63.57	6.7	11	64.53	6.2	13	66.04	9.4	14	79.00	19.0	16	67.53	7.1	12	65.97	5.8	12	472.2	58.0
15	13	Neil Englund	C	Escort	67.45	9.8	15	66.38	9.5	15	69.00	10.7	18	66.60	10.0	15	69.30	9.3	14	71.41	11.0	17	81.45	21.2	18	491.6	77.3
16	20	Lynne Taylor	L	Escort	69.33	11.7	16	76.40	19.5	19	69.06	10.8	19	66.66	10.0	16	74.14	14.1	18	71.40	11.0	16	68.90	8.7	14	495.9	81.6
17	2	Brad Smith	B	1600	72.64	15.0	19	69.25	12.4	17	68.50	10.2	15	67.20	10.6	17	70.43	10.4	15	68.75	8.3	14	81.45	21.2	19	498.2	83.9
18	8	Rob Souter	B	Datsun	66.85	9.2	13	65.92	9.0	14	67.94	9.6	14	64.90	8.3	13	66.94	6.9	13	99.74	39.3	21	81.45	21.2	20	513.7	99.5
19	771	Murray Gaud	C	Hillman	70.62	13.0	17	77.00	20.1	20	68.88	10.6	17	68.46	11.8	19	84.00	24.0	21	73.50	13.1	19	71.75	11.5	15	514.2	99.9
20	10	Andrew Smith	C	1600	73.90	16.3	21	70.07	13.2	18	73.70	15.4	21	71.35	14.7	21	72.82	12.8	17	71.44	11.0	18	81.45	21.2	21	514.7	100.5
21	16	Connor Oldham	J	Civic	71.77	14.2	18	80.91	24.0	21	73.22	14.9	20	70.40	13.8	20	72.44	12.4	16	94.74	34.3	20	76.45	16.2	17	539.9	125.7

Tanah Kita Khanacross 23/05/2010

Position	Car No.	Name	Class	Car	Stage Times												Position	Total (sec.)	Total Diff						
					Stage 1			Stage 2			Stage 3			Stage 4						Stage 5			Stage 6		
					1	Diff from 1st	Pos.	2	Diff from 1st	Pos.	3	Diff from 1st	Pos.	4	Diff from 1st	Pos.				5	Diff from 1st	Pos.	6	Diff from 1st	Pos.
1	5	Ron Van Opstel	E	WRX	63.75	0.3	2	59.60	0.1	2	56.05	0.0	1	57.29	0.0	1	53.70	0.0	1	53.77	0.0	1	344.2	0.0	
2	14	Thomas Rosengreen	F	GT-4	64.27	0.8	3	59.55	0.0	1	58.17	2.1	2	59.42	2.1	5	54.55	0.8	2	55.90	2.1	3	351.9	7.7	
3	17	Matthew Linning	C	Escort	69.38	5.9	14	60.18	0.6	4	63.62	7.6	13	58.70	1.4	4	55.35	1.7	3	55.73	2.0	2	363.0	18.8	
4	3	Peter Stacey	C	1600	66.25	2.8	7	61.52	2.0	8	60.95	4.9	7	61.02	3.7	6	56.85	3.2	7	57.85	4.1	6	364.4	20.3	
5	11	Peter Preston	D	R100	65.75	2.3	4	61.38	1.8	7	62.25	6.2	10	61.27	4.0	8	56.94	3.2	8	59.07	5.3	9	366.7	22.5	
6	15	Quinton Nicholson	F	Cruiser	66.63	3.1	9	61.70	2.2	9	61.40	5.4	8	61.10	3.8	7	57.25	3.6	10	58.75	5.0	7	366.8	22.7	
7	18	Ivan Veovodin	D	R100	66.21	2.7	6	61.00	1.5	6	60.19	4.1	5	63.14	5.9	14	59.03	5.3	15	57.84	4.1	5	367.4	23.2	
8	24	Peter Lockhart	C	Proton	65.90	2.4	5	60.10	0.6	3	61.86	5.8	9	62.66	5.4	12	58.90	5.2	14	61.05	7.3	12	370.5	26.3	
9	8	Shaun Brown	C	Escort	66.30	2.8	8	63.25	3.7	13	62.40	6.4	11	62.22	4.9	10	58.87	5.2	13	58.90	5.1	8	371.9	27.8	
10	21	Denis Baker	F	Impreza	87.55	24.1	26	60.95	1.4	5	58.40	2.4	3	58.64	1.4	3	56.58	2.9	5	56.80	3.0	4	378.9	34.8	
11	7	Marcus Connolley	C	1600	66.93	3.4	10	61.79	2.2	10	60.19	4.1	6	76.10	18.8	24	55.85	2.2	4	66.95	13.2	19	387.8	43.7	
12	6	David Nicholson	F	Cruiser	75.47	12.0	18	65.00	5.5	14	64.97	8.9	14	64.04	6.8	16	59.92	6.2	17	60.45	6.7	11	389.9	45.7	
13	1	Steve Davies	C	808	71.62	8.1	16	74.00	14.5	23	63.60	7.6	12	63.12	5.8	13	58.85	5.2	12	59.75	6.0	10	390.9	46.8	
14	25	Greg Stuart	E	Commodore	68.98	5.5	12	63.05	3.5	12	75.55	17.5	23	63.62	6.3	15	56.80	3.1	6	65.00	11.2	17	391.0	46.8	
15	20	Jason Ruse	B	Lancer	68.51	5.0	11	73.05	13.5	22	65.72	9.7	15	65.05	7.8	17	62.03	8.3	18	63.20	9.4	15	397.6	53.4	
16	9	Karl Van Morsel	E	Chevy	76.45	13.0	20	68.62	9.1	17	66.86	10.8	18	61.30	4.0	9	56.97	3.3	9	67.96	14.2	20	398.2	54.0	
17	4	Darcy Oldham	B	Civic	76.10	12.6	19	66.70	7.2	15	65.84	9.8	16	66.37	9.1	19	63.20	9.5	21	63.20	9.4	16	401.4	57.2	
18	16	Nick Van Morsel	E	Chevy	78.00	14.5	22	62.20	2.7	11	71.65	15.6	21	62.45	5.2	11	57.70	4.0	11	73.30	19.5	21	405.3	61.1	
19	2	Baden Uren	C	Escort	75.20	11.7	17	70.38	10.8	20	68.73	12.7	19	66.82	9.5	20	62.46	8.8	20	62.25	8.5	13	405.8	61.7	
20	26	Chris Western	F	WRX	63.50	0.0	1	80.80	21.3	26	59.67	3.6	4	57.93	0.6	2	70.18	16.5	25	80.70	26.9	25	412.8	68.6	
21	22	Mark Crepper	B	Lancer	69.13	5.6	13	79.93	20.4	26	66.64	10.6	17	65.30	8.0	18	59.77	6.1	16	75.97	22.2	24	416.7	72.6	
22	10	Lynne Taylor	L	Escort	77.34	13.8	21	70.01	10.5	19	68.92	12.9	20	68.77	11.5	21	64.95	11.3	23	75.29	21.5	22	425.3	81.1	
23	12	Connor Oldham	J	Civic	84.78	21.3	24	74.75	15.2	24	73.31	17.3	22	71.10	13.8	23	65.18	11.5	24	65.00	11.2	18	434.1	90.0	
24	19	Colin Uren	C	Escort	92.55	29.1	26	71.80	12.3	21	75.33	19.3	24	69.60	12.3	22	63.48	9.8	22	62.61	8.8	14	435.4	91.2	
25	23	Simon O'toole	C	1600	71.71	8.2	16	66.85	7.3	16	98.20	42.2	26	76.10	18.8	25	62.39	8.7	19	75.70	21.9	23	451.0	106.8	
26	13	Annette Van Morley	L	1600	78.95	15.5	23	68.80	9.3	18	79.29	23.2	25	76.10	18.8	26	70.18	16.5	26	80.70	26.9	26	454.0	109.9	

BOB's BULLDUST – Bob Bowden

Yes it is June and we are half way through the year. Membership continues to climb steadily as un-financial members realise they have to renew to compete in events (under CAMS) Some interesting changes to some members cars lately and our social night in May proved valuable in giving us time to talk to fellow members about that and just getting to swap tall stories (hopefully true) - you know we are probably as bad as fishermen in that skill. I hope all members who are competing in various events are enjoying the sport - including the ones competing on tarmac where as Matt put it "They stick the stones together" Speaking of Matt for those who have not heard Matt Linning has accepted the role of Club Captain and I have heard some interesting ideas floating around.

Some events coming up - Qld raceway sprints Sat 19th and Wed 23rd June, Willowbank Autocross Sun 20th June, Willowbank dirt sprints with Track Attack on Sun 27th June.

Personally I competed at Lakeside on Sun 16th (big field overall and 21 in my group making for congestion at times, took over 1 sec/lap off my prev. best but I still prefer midweek with fewer cars on the track), Morgan Park on 22/23 on the 2.1 km



circuit (great fun - 3rd in class behind a WRX Sti and a Commodore sports sedan accepted as improved production), and ventured to Stanthorpe (Carnell Raceway) 29/30 only to have it called off due to consistent rain - rescheduled to July 3/4.

Combined results from Morgan Park A and B series (same track different days) for current GCTMC members

Results:

Bob Bowden: 3.52.377 - Nathan Lepp: 3.55.065 - Mark Crapper: 3.55.281 - Jason Delaney: 4.04.104 - Baden Uren: 4.09.757 - Jason Ruse: 4.14.735 - Stuart Urch: 4.17.581

Other interesting results:

Gary Pitt: 3.41.025 - Chris Richards: 3.48.337 - Rob Souter: 3.49.216 - Neil Englund: 3.57.507

Cheers - Bob

Money Matters - Ron King

The last 2 khanacrosses have been good for the clubs bank balance, with approx \$2000 profit being raised. The clubs bank account is looking healthy with around \$11,000 balance last time I checked.

This raises the matter of BSCC having to consider selling their club rooms to service a \$70,000 debt from last years ARC/Asia Pacific Rally. It gives me no pleasure to reflect on the BSCC situation as part the trouble stems from a lack of entrants in their rallies, and that is a concern for all clubs.

Which brings me onto the QLD rally advisory panel QRAP, who are seeking feedback on ways to improve the QRC and Clubman RC, see my article further on in this mag.

My article concentrates on costs to compete, especially for clubbies, and raises the question on the cost to rally modern 4WD rally cars and if these cars should concentrate on state and national championships.

See my article and send your ideas to QRAP.

Touring Road Event

Mick Bruce would like to here from anyone who can help out on this years touring road event and possibly take over running this annual event in years to come.

Mick can be contacted at mkbruce@bigpond.net.au.

Porsche Cars Australia Customer Tour 2010 – Tom Snooks (*information dated 19/04/2010*)

The Porsche Cars Australia Customer Tour is to be conducted over the period 4 to 7 November, being based at Sanctuary Cove.

This will be the fifth such Customer Tour, the first being in Victoria in 1998, the Tasmania (2000), South Australia (2002) and Victoria (2007). The tour is for Porsche Cars Australia (PCA) customers, and is not a full-on motor sport event. It is not an event for the Porsche motorsport driver looking for competition.

As with the last three Tours Porsche has engaged myself to put the 'road activities' together.

PCA will entertain the participants on the Gold Coast, and 'soft' competition will be provided, together with touring in the Gold Coast Hinterland over the Thursday (4th) to Saturday (6th).

Plans have yet to be finalised, but the broad intention at this time is:

Thursday

- Soft completion at the Norwell Holden Complex
- Tour south of Murwillumbah and then to Kingscliff for lunch (where possible find areas for motorkhanas/slaloms – the later will require helmets)
- Tour back to the west and then freeway to Sanctuary Cove

Friday

- Tour to Queensland Raceway; take in speed event on the sprint circuit (helmets), a couple of motorkhanas in the carpark and perhaps a slalom in another area (helmets); freeway run Sirromet Winery for lunch; then to the driver education complex at Mt Cotton; then to Sanctuary Cove

An alternative MAY be to go from Queensland Raceway to Lakeside but this has to be investigated.

Saturday

- A tour through the hinterland and further west, with a simple navigation and question and answer test; pick up motorkhana/slalom areas where possible; lunch at O'Reilly's just out of Canungra, and then a tour back to Sanctuary Cove.

Sunday

- Thinking about what might be carried out on this day, but would only be a tour.

We are seeking some 10 to 12 officials for each days and the approach is to ascertain the interest of the Gold Coast Tweed Motorsporting Club in supplying these officials. Each official will receive some commemorative merchandise (cap & polo shirt – always good quality from PDA!) and we are looking to paying the club \$1000 per day for the three days (assuming we don't have anything major for the Sunday).

Please advise in due course of the club's interest in being involved.

With kind regards

Tom Snooks
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Feedback on Ways to Improve QRC & Clubman Rally Championship (CRC) – Ron King

QLD rally panel (QRAP) are looking at ways to improve the above championships, send your comments to qldrap@qldrally.com.au attn Eddie Fowler, some of my thoughts are listed below.

Cost is one of the main reasons we don't have large numbers contesting the above championships. If you don't have a rich Daddy with a business to write off costs to, then you won't compete in the 4WD turbo class, if you do have a go, (and I will admit I would like to try out a competitive 4WD) it won't be long before the money runs out. So a 2WD category with equal status as 4WD in QRC is a must.

For CRC why not restrict it to 2WD only, this would attract club competitors who would have a chance of winning. Excitement is another factor, I will be a little controversial and suggest that front wheel drive rally cars don't have the same excitement for competitors and spectators. They are a good entry level but if competitors don't have the chance to move up to a more exciting 2WD class then they may well drop out after a year or two.

I might add that I recently purchased a pocket rocket in the form of a Pulsar SSS with the 2litre SR20 motor, and when put on dirt at Willowbank it was a shock and not an enjoyable experience, I could not wait to get back in the old Datsun 1600, which was a very enjoyable and exciting to drive.

What we need is an exciting and cheap 2WD class to attract competitors, may I suggest a Holden Commodore / Ford Falcon class from 1990 to 2000 models only maybe just UTES, this class was introduced in Victoria a few years back. These vehicles would be very standard re motors, gearboxes Diffs etc.

The other suggestion I have to attract club competitors back into the sport is stage prize money for the quickest in each category, it doesn't have to be a lot say \$50 for each category in each stage. It gives clubbies a chance to win back some money and cover cost of fuel/ tyres etc.

I also think we need to run Rallies that can only be won by 2WD entrants, so they are the main game and not the also rans at the rear of the field. Another point is to reduce cost for clubbies to enter club events, low entry fees and low cost of CAMS licences etc.

Lastly, lets not neglect the growing Classic / Historic rally car class. I attended the Alpine Rally in Vic and was impressed with the 100 plus classic rally cars fighting it out for honours in this prestigious event. We need to look at setting aside a event in Qld for Classic / Historic rally cars only preferably a smooth event that won't break these increasingly rare vehicles, that everyone likes to watch and listen too.

Maybe the Border Ranges Rally is that type of event?

Cheers - Ron King

Editors Blurb – Thomas Rosengreen

I'll start by thanking Shaun Brown for doing May's Pitstop and giving me a bit of a break. As it was, March turned out to be the busiest month so far this year as you would have read in Ron's report. Congratulations to Matt who took a much deserved victory in Tanah Kita #1 in the Ford Escort and also to Ron for taking the number one spot in Tanah Kita #2 in his Subaru WRX. I'll get you next time Van Opstal!!

It has also been a fairly exciting few months in the big wide world of motorsport with Mark Webber winning in Spain & Monaco, then while looking at a hat trick in Turkey, colliding with team mate Sebastian Vettel, eventually finishing 3rd. While not obvious to Vettel, it was fairly obvious to just about everyone else that the pass had not been completed when he moved across and ran straight into the side of Webber's Red Bull. Vettel seems to be fairly good at shunting Webber as some of you may remember the incident in the 2007 Japanese Grand Prix while behind the safety car. Anyway, it's shaping up to be a fascinating season with Red Bull looking to be in great position to win many more races.

In the WRC, the seemingly unstoppable Sebastian Loeb appears to have lost some of his good fortune as he failed to take wins in the last two events in New Zealand (won by Latvala in the Focus) & Portugal (Ogier in the C4). Almost at the halfway mark for the year, Loeb's dominating the points by finishing on the podium at every event so far this season.

This month I thought I would rekindle some club members memories (although I was a bit young to appreciate it in the early 80's) and cover the amazing era of Group B.

Group B Regulations – Group B referred to the new set of regulations introduced in 1982 for vehicles in sports-car racing and rallying which was regulated by the Fédération Internationale de l'Automobile (FIA). The new regulations replaced the existing Group 4 (modified grand touring) and Group 5 (touring prototypes) regulations and produced several of the most powerful rally cars built to date.



Group B regulations had very few restrictions with only 200 production cars required for homologation. Weight was extremely low, high tech materials were abundant and boost was unrestricted (which meant basically unlimited power). Manufacturers were also allowed to homologate an evolution each year by producing only 20 cars of that evolution. The new category had been aimed at providing car manufacturers with outright victories without the need for an existing production model. The new formula was very successful as several manufacturers joined the World Rally Championship and the sport also gained an increase of fans, particularly in Europe. Although lasting only 4 years, the Group B era has since become a revered time of maximum power, speed and driver bravery.

When Group B rules were developed, it was decided that new displacement restrictions would be introduced (as shown below) to try to control power outputs. By the mid 1980's however, engineers had learnt how to extract almost unlimited power from turbocharged engines, as what was also happening in F1 (some F1 qualifying engines reportedly had up to 970 kW). The power output of turbo engines after Group B has been controlled by way of the use of turbo restrictors located on the intake.

Classes in Group B:

Normally aspirated displacement	Supercharged turbocharged displacement	Weight (kg)	Wheel width (front+back)	Cars
4000 cc	2857 cc	1100	24"	Ferrari 288 GTO, Porsche 959
3000 cc	2142.8 cc	960	22"	Audi Quattro, Lancia 037
2500 cc	1785 cc	890	22"	Peugeot 205 T16, Lancia Delta S4
2000 cc	1428 cc	820	20"	Renault 5 Turbo

Group B 1983-1986 – The first real Group B car appeared in the 1983 Monte Carlo Rally and was the Lancia 037. The 037 had been designed to the new Group B regulations however was only created with rear wheel drive so was uncompetitive on loose surfaces against the four wheel drive Audis. It was however more reliable and Lancia ultimately won the Constructors Championship that year. At that time, Lancia were only interested in the Manufacturers Title and didn't even enter into the final round of 1983 (RAC Rally), even though Walter Röhrl was still in contention for the Drivers Title. In



1983; the Audi Quattro A1 was still essentially a Group 4 car and although winning several rallies and taking

Hannu Mikkola to the drivers title, it had several shortcomings; it was fairly heavy, its front engine gave the car cumbersome handling and it was mechanically unreliable.

In 1984, Audi introduced the Quattro A2; the new car had corrected many of the errors found in the A1 with Stig Blomqvist going on to dominate the season claiming the Drivers Championship. As it was, 1984 became

Audi's most successful year in the WRC, clinching both the Drivers & Manufacturers Titles.

It was also the same year Peugeot launched its Group B classic, the 205 T16. Like the Quattro, the T16 used a turbocharger & four wheel drive, however Peugeot's new car was lighter and had its engine located centrally which gave a better weight distribution.

From the get go, the new car proved to be impressively quick



PEUGEOT 205 T16

dominating its first event, the 1984 Tour de Corse; until Ari Vatanen crashed out. The T16 ended up winning on its third outing in Finland with Vatanen at the wheel.

Ultimately, the greatest year for Group B appeared to be 1985 with the inclusion of several new high powered rally cars including Lancia's new Delta S4 (to replace the 037), Ford's RS200 and Rover's Metro 6R4.

Despite Audi making substantial revisions to the Quattro (including bigger wings and a shorter wheelbase), Peugeot again dominated winning both the Manufacturers and Drivers Championships (Timo Salonen).

Concern with the Group B formula began to emerge in 1985 when vehicles began reaching unprecedented speeds; this combined with seemingly uncontrollable crowds led many to believe that it was only a



AUDI QUATTRO S1

matter of time before an accident would lead a major loss of life. These opinions were reinforced when Ari Vatanen was involved in a near fatal accident in his Peugeot in the 1985 Rally Argentina. The same year also

saw Italian driver Attilio Bettega killed in the Tour de Corse rally while driving a Lancia 037; fortunately his co-driver Maurizio Perissinot survived relatively unscathed.

The stage had been set for a fascinating 1986 season with defending Champion Timo Salonen in a new evolution of the 205 T16; Audi's new Quattro Sport S1 was revealed with even bigger wings and spoilers and producing over 450 kW, Stig Blomqvist had a much improved (if underpowered) RS200 and Lancia's Delta S4 was to be piloted by the Finnish prodigy Henri Toivonen.

Ultimately, the end for Group B was triggered in March of 1986 on the "Lagoa Azul" stage of the Portuguese Rally when national Portuguese champion Joaquim Santos



crested a rise only to find the road blocked with spectators crowding to see the first car through. In trying to avoid the spectators, Santos lost control of his RS200 and plowed into the crowd injuring 31 people and killing three. All the top teams immediately pulled out of the event and rallying was placed under the media and safety spotlight.

Disaster struck again in May at the Tour de Corse in France when Championship leader and rally leader Toivonen left the road on stage 18. The S4 had failed to negotiate a tightening left hand bend and plunged down a steep heavily vegetated hillside. The only indication to officials that something was wrong was a cloud of black smoke and the absence of Toivonen's car at the finish line. Rescue workers reached the car 30 minutes after the accident to find the burnt out vehicle with the deceased Toivonen and co-driver Sergio Cresto inside. No witnesses to the accident meant that the true cause has never been found, some believe Toivonen's ill health at the time (reportedly the flu), others cite mechanical failure; others point to Toivonen's reputation of crashing out while leading rallies. It is believed that if the vehicle was fitted with a modern racing fuel cell in place of the fuel tanks, the fire would not have occurred and Toivonen & Cresto may have survived. This crash combined with the accidents from the previous year and the Portugal tragedy compelled the FIA to act. Group B cars were immediately banned for 1987.

There was to be further drama in the final days of Group B which turned out to be fairly controversial.

Peugeot were disqualified from the 1986 San Remo Rally by the Italian scrutineers as the side skirts on the 205 T16 were considered to be illegal. Peugeot immediately accused the Italians of favoritism towards the Lancia team. The same cars in identical trim were then deemed legal at the next event in the UK adding to Peugeot's claims. The results from San Remo were later annulled (11 days after the final round) and the last Group B Drivers Champion awarded



to Peugeot's Juha Kankkunen after being stripped from Lancia's Markku Alen.

In 1987, Group A regulations took over, this formula was retained until the introduction of World Rally Car regulations were introduced in 1997.

New GCTMC Championship Trophy

The perpetual club champion shield has been replaced with a new shield and all the club champs since 1987 have been transferred onto the new shield. It will be updated each year, but the shield stays with the club.

The Shield was gratefully donated by Ian Richardson from The Nerang Trophy Centre who does most of the clubs trophies.

If past club champions want their photos taken with the shield come along to the next club meeting with your camera.

Ron King



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 (1st – Sebastien Loeb – Citroën C4 WRC)~~
- ~~4. Rally of Turkey – 16/04/2010 (1st – Sebastien Loeb – Citroën C4 WRC)~~
- ~~5. Rally New Zealand – 07/05/2010 (1st – Jari-Matti Latvala – Ford Focus WRC)~~
- ~~6. Rally de Portugal – 28/05/2010 (1st – Sebastien Ogier – Citroën C4 WRC)~~
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

Points: 1st Loeb 126 - 2nd Ogier 88 - 3rd Hirvonen 76 - 4th Latvala 72 - 5th P Solberg 63

2010 ARC Start Dates

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

Points: 1st Evans 213 - 2nd S Pedder 196 - 3rd Smart 157 - 4th Shephard 94 - 5th Quinn 87

2010 FIA F1 Dates

- ~~1. Bahrain Grand Prix (Sakhir) – 14/03/2010 (1st – Fernando Alonso – Ferrari)~~
- ~~2. Australian Grand Prix (Melbourne) – 28/03/2010 (1st – Jenson Button – McLaren)~~
- ~~3. Malaysian Grand Prix (Kuala Lumpur) – 04/04/2010 (1st – Sebastian Vettel – Red Bull)~~
- ~~4. Chinese Grand Prix (Shanghai) – 18/04/2010 (1st – Jenson Button – McLaren)~~
- ~~5. Spanish Grand Prix, (Catalunya) – 09/05/2010 (1st – Mark Webber – Red Bull)~~
- ~~6. Monaco Grand Prix (Monte Carlo) – 16/05/2010 (1st – Mark Webber – Red Bull)~~
- ~~7. Turkish Grand Prix (Istanbul) – 30/05/2010 (1st – Lewis Hamilton – McLaren)~~
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

Points: 1st Webber 93 - 2nd Button 88 - 3rd Hamilton 84 - 4th Alonso 79 - 5th Vettel 78

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
23dr 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

Aircraft Repairs

After every flight, Qantas pilots fill out a form called a gripe sheet, which conveys to the mechanics problems encountered with the aircraft during the flight that need repair or correction. The mechanics read and correct the problem, and then respond in writing on the lower half of the form what remedial action was taken, and the pilot reviews the gripe sheets before the next flight. Never let it be said that ground crews and engineers lack a sense of humour. Here are some alleged logged maintenance complaints and problems as submitted by Qantas pilots and the solution recorded by maintenance engineers.

(P= The problem logged by the pilot.)

(S= The solution and action taken by the engineers.)

P: Left inside main tyre almost needs replacement.

S: Almost replaced left inside main tyre.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're there for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

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:**

Please note, newsletter will be sent via email only.

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

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

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: