



JULY 2010

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

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



The Career of Colin McRae is remembered 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:Matt Linning
Points Scorer:TBA
CAMS Delegate:Bruce Hodgson: 0408159515
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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 Training Day – Sunday 8th August – Thomas Rosengreen

Shaun Brown is in the late stages of organising another come and try event at Pimpima with the 8th of August being the likely date. This date is only preliminary and Shaun will put all information including the final date on the website when available.

Panel Beater Required??? – Mick & Kate Bruce

If anyone is looking for any type of panel beating work done, we know a panel beater who has recently been retrenched from his job who is looking for some work. He has over 40 years experience. Please call Mick on 0416 140 948 and he'll pass on Kevin's number.

BOB's BULLDUST – Bob Bowden

Short and sweet this month as I head off for some Long Service Leave. Tripping north in the camper to Darwin etc then down to Alice, Port Augusta, Broken Hill and home via the back door.

I will be back at the end of August so will miss both the July and August meetings and secretary duties while I am away will be handled by Ron King - thanks Ron. So please contact Ron directly but any emails I receive will be forwarded to Ron.

As part 1 of a farewell I went to Stanthorpe on 3rd and 4th July for the postponed sprint meeting - great weekend - took 5 secs off my previous best and 3rd in class (doesn't sound too impressive but my class was huge and strong) Part 2 will be sprints at Morgan Park on July 17th and 18th for the "B" series round 3 which I will do before heading north. Have not seen results from the "A" series round 3 yet - Jason may have some stories.

More Khanacross events coming and of course the Border Ranges Rally in early October.

Great to see Ron back into competition starting with Rally Qld.

Cheers to all members - see you in Sept.

Bob Bowden, Secretary

Touring Road Event

Mick Bruce would still 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.

Club Vehicle Displays

Shaun Brown has advised that GCTMC has been invited to join the MG car Club in a upcoming display, more details will (hopefully) be available on the web and be discussed at this months meeting.

It is also looking like GCTMC will be holding a display at the Gold Coast Show which will be held on the 27th, 28th and 29th of August. More information on this display will be available in the next newsletter and on the website.

Editors Blurb – Thomas Rosengreen

Hi there all, I'm on holidays (thank heavens) for a few weeks this month so I have sent this newsletter out a bit earlier than usual, I'm sure no one will care too much. Don't forget the club meeting in a few weeks, there's no excuses this month as the State of Origin series is over and has been won by the might Maroons with a decisive 3-0 victory over the rotten Blues. Maybe next year losers!!!

Not much on recently in the WRC with the mid year break although Rally Bulgaria starts tomorrow (9th July). Is it just me or is everyone else having trouble following the WRC on channel ONE with it's random times for highlights? To Formula 1, and Mark Webber was again practising his high speed aerial acrobatics, this time in Spain after clipping the back of a slow paced Heikki Kovalainen's driving a Lotus. Luckily, Webber again escaped with only a few scratches and bruises.



←1999 Le Mans

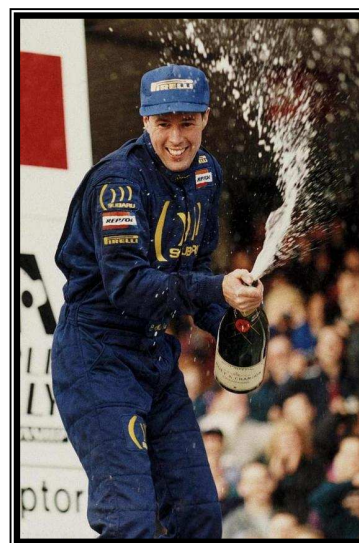
Valencia 2010 →



A bit pressed for time this month so I'll get straight to this months feature; a driver who was one of my idols growing up and a invaluable asset to the sport of Rallying which we lost a few years back in tragic circumstances, Colin McRae.

Colin McRae was born on 5th August 1968 in Lanark, Scotland. His father Jimmy McRae was 5 time British Rally Champion in 1981, 1982, 1984, 1987 and 1988. Colin began his career riding trail bikes at an early age but it was soon obvious that his interests lay more in the four wheeled variety of motorsport. He joined the Coltness Car Club at age 16 and started competing locally in a Mini Cooper.

In 1986, driving a Sunbeam Talbot, Colin entered the Scottish Rally Championship and soon made a name for himself with his speed and exiting driving style. In 1988 he took the Scottish Rally Championship driving a humble Vauxhall Nova. His first WRC event was the 1987 Swedish Rally again driving the Nova, he competed again two years later in 1989 in a Ford Sierra XR 4x4 finishing a notable 15th. Later that year, he finished 5th in Rally New Zealand in a rear wheel drive Sierra.



In 1991, Colin's career turned professional when he was signed by Prodrive boss David Richards to his Subaru team in the British Rally Championship. He won the British Championship in both 1991 and 1992 and soon graduated to the World Rally Championship for the Subaru team.

WRC Career

In 1993, Colin drove the Group A Legacy (Liberty in Australia) alongside Hannu Mikkola, Markku Alen and also his childhood idol Ari Vatanen. It was the same year that Colin won his first WRC event, Rally New Zealand (it was also Subaru's first WRC win). The Legacy was replaced in 1994 by the new Group A Impreza 555 which turned out to be much more competitive (although obviously not as good as the Celica GT-4 which won both titles in 94) than the Legacy.



In 1995 Colin fulfilled his lifelong dream and became the WRC Drivers Champion beating teammate Carlos Sainz. The 95 championship fight was extremely close and came down to the last event in Great Britain. Colin would have won the Championship in Catalunya at the penultimate round but was forced by the team to let Sainz win as he was leading into the final day. If you haven't seen video of the final stage in Catalunya, it's amusing to see two Subaru bosses John Spiller and Nigel Riddle, try to wave Colin down in vain in the final stage as the blue Impreza streaks past at full throttle, narrowly missing them. In the end, McRae was forced by the team to take a time penalty after the finish which allowed Sainz to take victory.



As a result, Colin and Carlos went to the final round on equal points. The Champion would be the one who would have the better result and despite two minutes lost to a puncture, Colin emerged as a clear winner. He was fastest on 18 out of 28 stages, often setting times much faster than anyone else. Colin won the rally and championship title.

In the following years, Colin couldn't repeat his success of 95, finishing runner up to Tommi Mäkinen in 1996 and 1997. The 1998 season was to be the final year with Subaru finishing a creditable 3rd in the Championship. It was also the year McRae won his first and only Race of Champions.

In 1999, McRae changed allegiance and joined Ford driving the new Focus World Rally Car; the deal saw McRae earning a reported six million pounds over two years, at the time making him the highest paid rally driver in history. Although the move looked promising, winning two early events, reliability issues coupled with accidents left McRae 6th in the 99 Championship. The 2000 season wasn't much better and McRae threatened to leave the team mid season if issues with the Focus weren't addressed. They were and an improvement in results towards the end of the season saw McRae claw back to 4th in the Championship. This late improvement in the Focus also led McRae to sign another two year deal with the Ford team.

The 2001 season was the closest McRae ever came to again winning the Championship entering the final round in Great Britain leading the title race but with four drivers in the hunt. Unfortunately while leading,



Ford Focus WRC

McRae pushed too hard and crashed heavily; ultimately handing 1st in the Championship to Burns and finishing a disappointingly 2nd for the year. In 2002, McRae took over as the driver with the most WRC wins after victory in the Safari Rally, however the season offered much of the same as the previous years winning only 2 of the 14 rounds and finishing 4th overall in the Championship. After requesting a

reported 5 million pounds for 2003, Ford decided against renewing McRae's contract and the two split on amicable terms.

Colin joined Citroen in 2003 alongside longtime rival Sainz and a young Sebastien Loeb. McRae finished second in the first event in Monte Carlo however it was to be his best result and finished a disappointing 7th in the Championship. The 2003 Season was to be Colin's last full year in the WRC after rule changes in 2004 meant only two drivers were eligible for points with Sainz being chosen as he had a better 2003 season (it was also reported that the choice was made due to Citroen's healthy sales figures in Spain).

McRae was without a drive in 2004 but returned for one off drives for Skoda in 2005 in the Rally of Great Britain & Rally Australia finishing 7th in GB & retiring with a clutch problem while on a way to a podium in Australia. His final outing in the WRC came in Rally Turkey in 2006, filling in for the injured Loeb who was



Skoda Fabia WRC

injured in a mountain bike accident. Unfortunately, an alternator problem with the Xsara meant that McRae finished outside the top ten.

McRae in other Motorsport

McRae's competitive spirit also led him to compete in racing series other than the WRC. In 2002 he tried his hand at oval racing when he took part in the Ascar (English version of NASCAR) race at the Rockingham Motor Speedway, Northamptonshire; eventually finishing in sixth place.

McRae rejoined Prodrive for the 2004 Le Mans 24 Hours race where he took third place in the GTS class, and ninth position overall in a Ferrari 550-GTS partnering Darren Turner and Rickard Rydell. Fellow countryman, and Le Mans winner Allan McNish commented that "Colin has adapted far better than people expected" to endurance sportscar racing.



McRae, made his debut on the grueling Dakar Rally Raid with Nissan in 2004, and impressed the team by scoring two stage wins on his way to 20th place overall after gearbox troubles. He returned to the Dakar in 2005 and was fastest on two of the first three stages in Morocco, before crashing out of the rally towards the end of stage six.

The loss of Colin McRae

Colin McRae was killed on 15 September 2007 when the AS350B2 Squirrel helicopter he was piloting crashed just north of Lanark, Scotland, close to his family home. Tragically, McRae's five year old son Johnny, and two family friends, Graemem Duncan and Johnny's six year old friend Ben Porcelli also were killed in the crash.

The funeral for Colin and Johnny took place on Wednesday 26 September at Daldowie Crematorium near Glasgow, conducted by the Rev Tom Houston, who had married the McRae's, and the Rev Steven Reid, chaplain at Johnny's school. The song "Sittin on the Dock of the Bay" by Otis Redding, a favorite song of the McRae's, was played when the family entered the chapel; The Proclaimers' song "I'm on My Way" was played when they left. Colin and Johnny McRae were cremated in the same coffin. Colin is survived by his wife Alison and daughter Hollie.

Report into the Helicopter Accident

The Air Accidents Investigation Branch issued a report admitting they were not able to determine the exact cause of the helicopter crash. The only notable conclusion reached by the AAIB investigators was that McRae did not have a valid flying license when the aforementioned incident occurred, as his previous license had

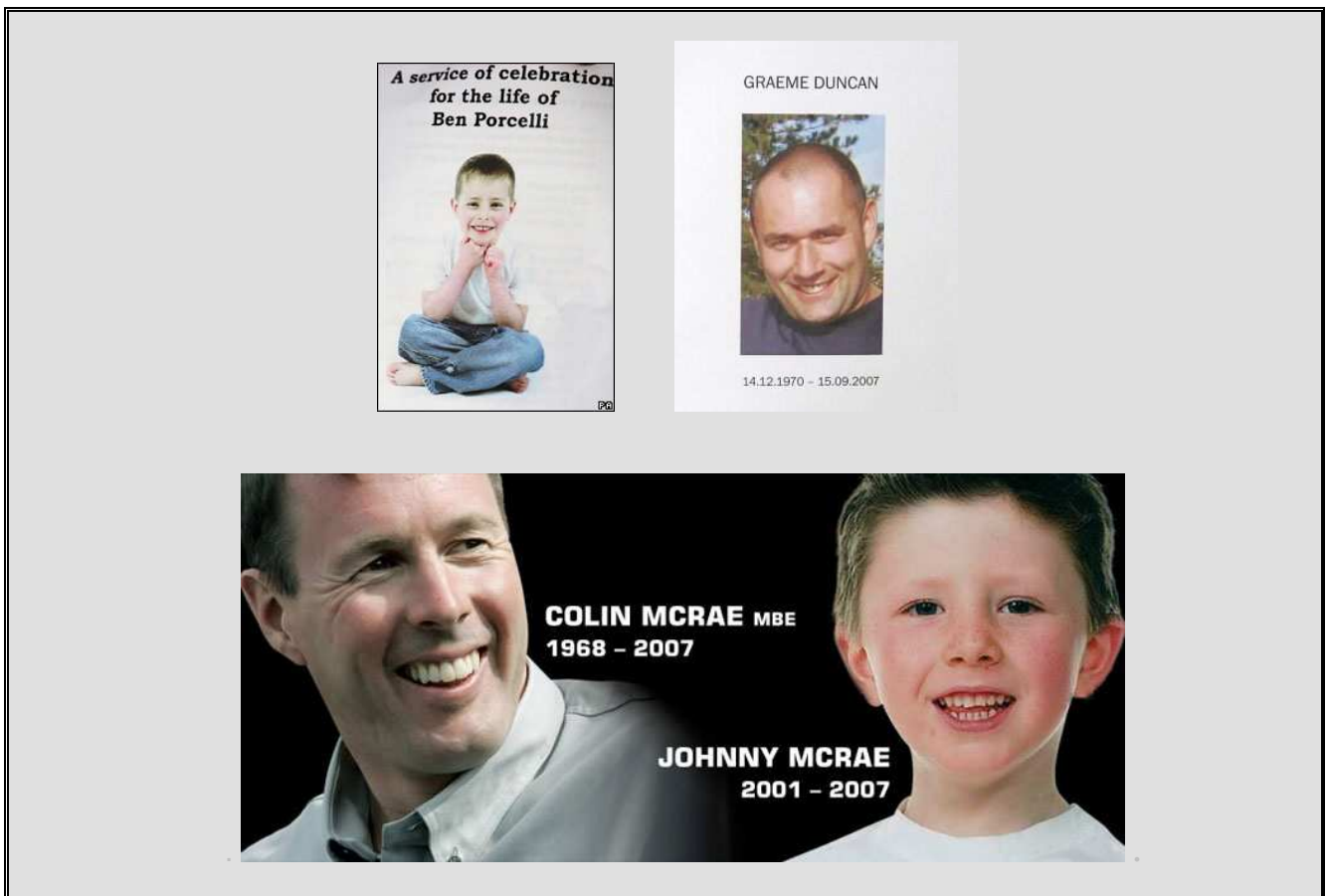
expired in February 2005. The report also showed that his “valid type rating” – which enabled McRae to fly small helicopters – was also out of date, having expired more than 6 months prior to the crash.

The AAIB investigators based their report on the flight shots made by Duncan (on his personal camcorder)



during the flight. “The helicopter probably reached 130-135 knots (150-155mph) as it descended into the valley and its groundspeed would have been about 150 knots (172.8mph) due to the tailwind. In attempting to fly in the valley at relatively low height and high speed, the pilot was undertaking a demanding maneuver,” said the report. “A high-speed, low-level turning maneuver in the heavily

wooded valley was a demanding one, which would have subjected the helicopter and its occupants to an increased risk. Descending at relatively high speed, and with a strong tailwind, accurate judgment of the turn would have been very difficult. The pilot placed his helicopter in a situation where there was a greatly reduced margin for error, or opportunity to deal with an unexpected event.” “A sudden harsh maneuver could have had other implications which, singularly or in combination with the above, could have contributed to the accident. Good airmanship dictates that a pilot knows his aircraft's limitations and does not place it in a situation in which they are, or could be, exceeded,” concluded the report.



Rally Cars for Sale – Thomas Rosengreen

These vehicles may only be for the dreamers among us (or the affluent), but I'm sure they would be fairly competitive at our Khanacross' at Pimpima....

Car: 1998 Subaru Impreza S5
Spec: RHD Rough Tarmac
Car History: Ex. Colin McRae Car
Cost: £60,000 (\$105,000 AUD)
Contact: Gerry Moroney
valleycrest@btinternet.com



Car: 2005 Subaru Impreza S11
Spec: LHD
Car History: Ex. Chris Atkinson Works Car
Cost: £220,000 (\$387,000 AUD)
Contact: Andrew Williamson
Awilliamson@prodrive.com



I'll keep buying those lotto tickets I think..... check out the Prodrive website for more vehicles.

<http://www.prodrive.com/level3.html?id=791>

New GCTMC Championship Trophy – Ron King

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.

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.

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 (1st – Simon Evans – Subaru WRX)~~
5. International Rally (QLD) – 31/07/2010
6. Rally Victoria – 13/11/2010

Points: 1st Evans 294 - 2nd S Pedder 230 - 3rd Smart 157 - 4th Shephard 142 - 5th Quinn 138

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 (1st – Lewis Hamilton – McLaren)~~
9. ~~European Grand Prix (Valencia, Spain) – 27/06/2010 (1st – Sebastian Vettel – Red Bull)~~
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 Hamilton 127 - 2nd Button 121 - 3rd Vettel 114 - 4th Webber 103 - 5th Alonso 98

YEAR 2010 PROPOSED EVENTS							
START DATE	FINISH DATE	STATE	ORGANISER	EVENT	EVENT CLASSIFICATION	VENUE	COMMENTS
29th Jan 2010 GCTMC AGM	20/01/2010	QLD	GCTMC	Club Meeting		Merrimac State High School	AGM and General Meeting
30th Jan 2010 Hirstglen Sprints (checkout photos on www.hotshotz.com.au)	31/01/2010	QLD	AARG	Club	Speed	486 Hirstglen Rd, Hirstglen	1st of Rallysprint series
31st Jan 2010 Centro Motorkhana	31/01/2010	QLD		Multi-Club	Auto Test	Centro Shute harbour	Auto Test
6th Feb 2010 Khanacross Burnouts	7/02/2010	QLD	Proston Park		Auto Test	Proston Rally Track	Auto Test
13th Feb 2010 CAMS Festival of Motorsport WA	14/02/2010	WA	CAMS	Multi-club	Auto Test	Perth Motorplex	Festival
17th Feb 2010 GCTMC 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		MT. Cotton	Hillclimb
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 Apr 2010 GCTMC General Meeting	21/04/2010	QLD	GCTMC	Meeting		Merrimac State High School	General Meeting
9th May 2010 GCTMC Tanah Kita Khanacross Rd#1	9/05/2010	QLD	GCTMC	Multi-club		Tanah Kita Nursery, Yawalpah Rd, Pimpama	Multi-club Khanacross
19th May 2010 GCTMC General Meeting	19/05/2010	QLD	GCTMC	Meeting		Merrimac State High School	Informal 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	Meeting Canceled due to insufficient numbers
21th July 2010 GCTMC General Meeting	21/07/2010	QLD	GCTMC	Meeting		Merrimac State High School	General meeting
31 July 2010 Rally Queensland	1/08/2010	QLD	PCC	Nat. Rally	Speed	Sunshine Coast	ARC/QRC/APRC
08 August 2010 Training Day	8/08/2010	QLD	GCTMC	Come & Try Day		Tanah Kita Nursery, Yawalpah Rd, Pimpama	Come and Try Day
29th August 2010 GCTMC Tanah Kita Khanacross	29/08/2010	QLD	GCTMC	Khanacross		Tanah Kita Nursery, Yawalpah Rd, Pimpama	Multi-club event
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	Internationa l Race		Bathurst	V8 Supercar Series

Funnies

Making a baby

The Smiths were unable to conceive children and decided to use a surrogate father to start their family. On the day the proxy father was to arrive, Mr. Smith kissed his wife goodbye and said, 'Well, I'm off now. The man should be here soon.'

Half an hour later, just by chance, a door-to-door baby photographer happened to ring the doorbell, hoping to make a sale. 'Good morning, Ma'am', he said, 'I've come to...'

'Oh, no need to explain,' Mrs. Smith cut in, embarrassed, 'I've been expecting you.'

'Have you really?' said the photographer. 'Well, that's good. Did you know babies are my specialty?'

'Well that's what my husband and I had hoped. Please come in and have a seat !.

After a moment she asked, blushing, 'Well, where do we start?'

'Leave everything to me. I usually try two in the bathtub, one on the couch, and perhaps a couple on the bed. And sometimes the living room floor is fun. You can really spread out there.'

'Bathtub, living room floor? No wonder it didn't work out for Harry and me!'

'Well, Ma'am, none of us can guarantee a good one every time. But if we try several different positions and I shoot from six or seven angles, I'm sure you'll be pleased with the results'

'My, that's a lot!', gasped Mrs. Smith.

'Ma'am, in my line of work a man has to take his time. I'd love to be in and out in five minutes, but I'm sure you'd be disappointed with that.'

'Don't I know it,' said Mrs. Smith quietly.

The photographer opened his briefcase and pulled out a portfolio of his baby pictures. 'This was done on the top of a bus,' he said.

'Oh, my God!' Mrs. Smith exclaimed, grasping at her throat.

'And these twins turned out exceptionally well - when you consider their mother was so difficult to work with.'

'She was difficult?' asked Mrs. Smith.

'Yes, I'm afraid so. I finally had to take her to the park to get the job done right. People were crowding around four and five deep to get a good look'

'Four and five deep?' said Mrs. Smith, her eyes wide with amazement.

'Yes', the photographer replied. 'And for more than three hours, too. The mother was constantly squealing and yelling - I could hardly concentrate, and when darkness approached I had to rush my shots. Finally, when the squirrels began nibbling on my equipment, I just had to pack it all in.'

Mrs. Smith leaned forward 'Do you mean they actually chewed on your, uh...equipment?'

'It's true, Ma'am, yes... Well, if you're ready, I'll set-up my tripod and we can get to work right away.'

'Tripod?'

'Oh yes, Ma'am. I need to use a tripod to rest my Canon on. It's much too big to be held in the hand very long.'

Mrs. Smith fainted!

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: