



SEPTEMBER 2010

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

Welcome to the September newsletter and remember the club will be meeting on Wednesday, the 15th of September, at 70 Mudgeeraba Rd at 7.30pm (see map inside).



OUTRIGHT WINNER – TANAH KITA KHANACROSS 3 (29-08-2010) - 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: Bob Bowden
- 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
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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.



How Matt Linning drives in his sleep!

The Good Old Days

Shaun Brown requested this photo be included in the newsletter maybe to get people in the right frame of mind for the upcoming Border Ranges Rally.

Not much information in regard to the date or event but it's a very impressive display of driving and photography.

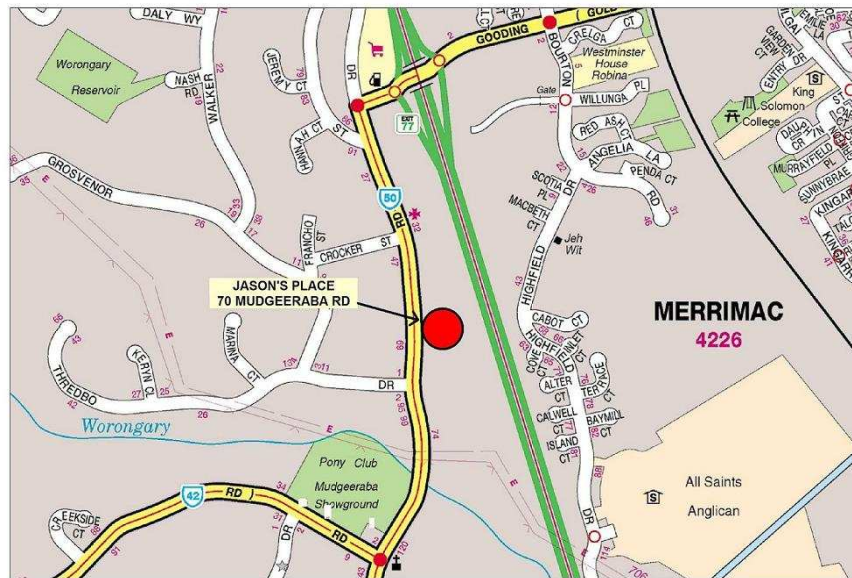
If anyone has any other photo's, reports or even things for sale, please don't hesitate to email me for inclusion in future newsletters.

Also, Dennis baker is still looking for a few officials for the upcoming Border Ranges Rally so please contact him on 0418799729 if you can help out.

Thomas

Attention! - Change to this Months Club Meeting (Wednesday 15/09/2010)

Please note that the upcoming Club meeting will be a social get-together at Jason Ruse's Garage (it's a big boys shed full of competition cars [girls are invited too]). Below is map of Mudgeeraba area showing Jason's place at **70 MUDGEERABA ROAD**. Easiest way to get there is to get off the Pacific Mwy at exit 77 (Tallai / Broadbeach Exit); the property is located 700m south on Mudgeeraba Rd from the traffic lights. (Page 47 - GC UBD) A BBQ & drinks will be available, gold coin donation, BYO beer.



Tanah Kita Khanacross # 3 – 29/08/2010 – Thomas Rosengreen

It was another fantastic winter day for the third Khanacross of the year at Pimpima. The old rough track had been graded with thanks to Clay Badenoch and was to provide 20 competitors a perfect location for some great battles. The event kicked off on time with the water truck setting what would be one of the slowest times of the day (apart from maybe my second run – who new you couldn't reverse into the garage?)

The new crossover at the bottom end of the track treated spectators to plenty of excitement as the cars had to negotiate 5 or 6 tight corners before racing out of view again.



Rob excelled in the Escort setting consistent times winning class C and finishing third overall

The battle for the Juniors was easily won by Katelyn McCubbin who steered the purple Datsun beautifully around the fast flowing track. Both Katelyn & Jade impressed regular runners with their amazing starts and quick driving style. Hopefully we will see more of the girls at future events.



Good to see Tony take the Celica for a blast finishing second in class to Clay in the Corolla.

The Ladies class was won by Cass Stanford in the Escort however she was the only one competing in that class; both Linda Walk & Lynne Taylor were driving four wheel drives and as such, were pushed up into that class. Cass as ever seems to be improving with each event and finished a respectable thirteenth overall.

Class A (up to 1300cc) & B (1301cc to 1600cc) had to be combined due to limited competitors in Class A. The winner was Clay Badenoch, who threw the yellow Corolla around like a pro beating Tony Taylor in the Celica and Brad Foad in another Corolla.

Rob Clark's fast & consistent driving allowed him to take class C (1601cc to 2000cc) by around 15 seconds to Peter Lockhart in the Proton. Rob's driving also gave him third overall for the day which is impressive taking into account the 6 four wheel drive competitors. The class was rounded out by Peter Stanford & Mick Bruce both driving Ford Escorts.



Ivan with some fairly bald rear tyres put on an impressive show winning Class D/E in the RX-7.

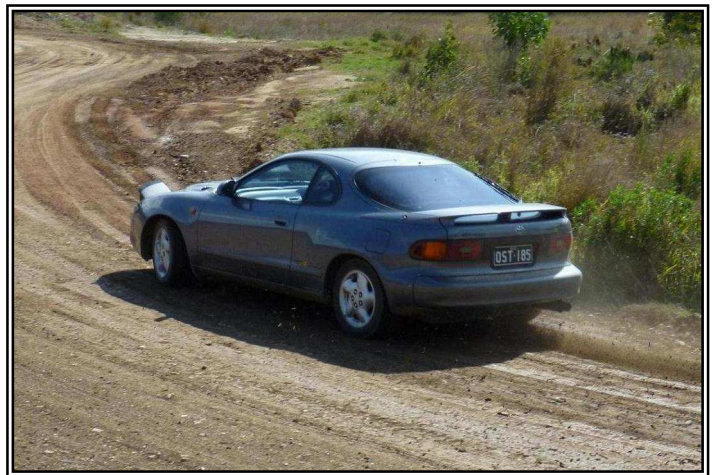
Class D (2001cc to 3000cc) & E (3000cc & over) were also combined due to lack of competitors in Class D meaning the RX-7 driven by Ivan Veovodin was up against the Commodore driven by Tim Cody & Marcus Connolley. Mechanical failure by the commodore on the start line of run 3 handed Ivan the Class win, although Ivan looked to have it wrapped up well before that with some impressive and as usual, sideways driving.



Matt brought the WRX out for a run and almost knocked Ron off the top step of the podium, slower overall by under half a second.

To class F (four wheel drives), and after my error on the second run ending in a WD, the fight came down to winner of Khanacross #2, Ron Van Opstal in the red WRX and winner of Khanacross #1, Matt Linning in the blue WRX. Ron was driving perfectly for the best part of the day and looked to have the class wrapped up; until the final run, when being first after the water truck, made a mistake and lost around 9 seconds to Matt. In the end though, Ron won the Class and first outright

by a tiny 0.3 of a second. Quinton Nicholson in the amazingly quick Land Cruiser came third in class and fourth overall. Forth in class was myself rounded out by the two girls Lynda & Lynne both driving WRX's.



Couldn't resist including a picture of the Celica (the first in any magazine this year may I add).

Thanks to everyone who helped make it a great day including Shaun Brown who organised the event but couldn't hang around due to other commitments, Ron King & Tony Taylor for taking over from Shaun, Matt Clark, Lloyd Evans & Peter Preston for observing down the back (additionally Lloyd for Scrutineering & Peter for letting us crazies

on his property), as well as the officials who observed and timed and generally helped out on the day.



A big thanks again to Clay for helping create such a fast and smooth track which I'm sure will save all regular competitors some \$\$\$ in mechanical repairs (though to late for Paul in the GSR Lancer).

Tim & Marcus were throwing the Holden around before mechanical problems ended their day.

Tanah Kita Khanacross 3 - 29/08/2010

Position	Car No.	Name	Class	Car	Stage Times																				Total Diff
					Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6		Total (sec.)	Position							
					1	Diff from 1st	2	Diff from 1st	3	Diff from 1st	4	Diff from 1st	5	Diff from 1st	6	Diff from 1st			Overall Pos.	Overall Pos.					
1	5	Ron Van Opstal	E	WRX	60.0	0.0	1	58.8	0.0	1	61.3	0.0	1	62.7	0.0	1	64.9	0.1	2	85.9	16.0	13	1	393.6	0.0
2	9	Matt Linning	F	WRX	62.1	2.1	3	63.9	5.0	2	62.7	1.3	2	63.9	1.2	3	64.8	0.0	1	76.7	6.8	8	2	393.9	0.3
3	21	Rob Clark	C	Escort	66.5	6.5	5	65.1	6.3	4	66.9	5.6	6	65.1	2.4	4	68.9	4.1	6	72.2	2.3	4	3	404.7	11.1
4	11	Quinton Nicholson	F	Cruiser	64.7	4.7	4	66.9	8.0	6	65.0	3.7	4	66.1	3.4	5	67.7	2.9	4	75.7	5.8	6	4	406.0	12.4
5	4	Ivan Veovodin	D	Rx-7	67.0	7.0	6	64.9	6.0	3	68.2	6.9	9	72.5	9.8	11	71.2	6.4	9	70.9	0.9	2	5	414.6	21.1
6	16	Thomas Rosengreen	F	Cellia GT-4	61.5	1.5	2	94.3*	35.5	20	63.7	2.4	3	63.5	0.8	2	66.4	1.6	3	69.9	0.0	1	6	419.3	25.7
7	15	Peter lockhart	C	Satria GH	75.6	15.6	16	66.1	7.3	5	67.4	6.1	7	66.5	3.9	6	69.0	4.2	7	75.7	5.8	5	7	420.3	26.8
8	13	Peter Stanford	C	Escort	68.5	8.5	7	67.5	8.7	8	68.1	6.8	8	75.1	12.4	14	69.9	5.1	8	78.8	8.9	9	8	427.9	34.3
9	2	Clay Badenoch	B	Corolla	75.1	15.1	15	70.4*	11.6	13	66.6	5.3	5	71.4	8.7	8	76.7	11.9	13	71.0	1.1	3	9	431.1	37.6
10	19	Lynda Walk	F	WRX	77.0*	17.0	17	67.0	8.2	7	69.0	7.7	10	67.6	4.8	7	68.8	4.0	5	82.4	12.5	12	10	431.7	38.2
11	6	Mick Bruce	C	Escort	69.5	9.5	8	68.0	9.2	9	71.0	9.7	12	72.1	9.4	9	73.2	8.4	10	87.8	17.9	15	11	441.6	48.0
12	18	Anthony Taylor	B	Cellia	71.9	11.9	11	72.7	13.9	15	74.5	13.2	16	75.0	12.3	13	79.3	14.5	15	81.6	11.7	10	12	454.9	61.4
13	7	Cass Stanford	L	Escort	70.1	10.1	9	69.9	11.1	12	70.0	8.6	11	74.4	11.7	12	75.0	10.2	12	96.6	26.7	16	13	455.9	62.3
14	1	Brad Foad	A	Corolla	71.5	11.5	10	71.1	12.3	14	73.1	11.8	15	90.8*	28.1	17	74.1	9.3	11	76.3	6.4	7	14	456.8	63.3
15	17	Lynne Taylor	F	WRX	77.3	17.3	18	73.4	14.5	16	72.9	11.6	14	72.3	9.6	10	81.4	16.6	16	81.6	11.7	11	15	458.8	65.3
16	14	Katelyn McCubben	J	Detun	75.0	15.0	14	75.7	16.9	17	77.1	15.8	17	77.2	14.5	15	77.8	13.0	14	86.3	16.4	14	16	469.0	75.5
17	3	Tim Cody	E	Commodore	73.1	13.1	13	68.9	10.1	11	71.3	9.9	13	101.9*	39.2	19	97.7*	32.9	18	107.9*	38.0	18	17	520.7	127.1
18	10	Marcus Connelly	E	Commodore	72.0*	12.0	12	68.5	9.6	10	89.1*	27.8	20	101.9*	39.2	20	97.7*	32.9	19	107.9*	38.0	19	18	537.0	143.5
19	8	Jade Yasin	J	Detun	91.1*	31.1	20	81.3*	22.5	18	83.0	21.7	18	96.9	34.2	18	92.7	27.9	17	102.9	35.0	17	19	547.8	154.2
20	12	Mitch Bruce	J	Escort	90.9	30.9	19	89.3	30.5	19	84.1	22.8	19	85.3	22.6	16	97.7*	32.9	20	107.9*	36.0	20	20	555.1	161.6

2010 GCTMC Border Ranges Rally - 2nd October 2010 – Press Release – Dennis Baker

As many of you would be aware, the Northern Rivers region in NSW is now the Australian home to world class rallying in the Repco Rally Australia WRC event. This event returns in September 2011 for the next exciting display of the best in motorsport.



Toyota Celica competing in the 2009 Border Ranges Rally. The 2009 Event was won by Matt Van Tuinen in a Subaru WRX.

In the meantime, The 2010 GCTMC Border Ranges Rally again returns to the area in its traditional concept of a multi-club event, open to all classes, using shire roads in the Urbenville/Woodenbong valley, with Central Control based in Urbenville at the very popular Bowls Club. Some new innovations for October 2nd 2010 will include a short remote service in

Woodenbong, a daylight spectator point near Urbenville, a Woodenbong spectator

point at night, two night gravel stages and two night bitumen/gravel stages in Woodenbong area for the valley community. While the roads the GCTMC Inc will be using for our yearly Border Ranges Rally are not WRC roads, our CAMS affiliated car club will be offering the same great format of predominantly shire roads. This years event will include 10 Special Stages covering 82 km (4 of which will be in the dark), with a total distance of 180km. Entry fee is just under \$300. Supplementary Regulations are now available on the GCTMC website home page, www.gctmc.org.au .

Please support this event as it gives the QLD and Northern NSW rally enthusiasts the opportunity to support the local community in their fund raising activities and allow them to witness the skill, safety and excitement of gravel rallying operating under the Confederation of Australian Motor Sport.

The GCTMC Inc would like to acknowledge the support given to our club by the Kyogle and Tenterfield Shire Councils, the Communities of Urbenville and Woodenbong, the Rural Fire Services of Woodenbong and Urbenville and local landowners along the rally route.

(OFFICIALS WANTED - At this point, I am still looking for a few more officials to help out so it would be great if some club members can help out – contact me asap on 0418 799 729)

Editors Blurb – Thomas Rosengreen

Well, it's finally happened, the Pimpima track has had some proper TLC and is now smooth, fast & a lot more mechanically sympathetic, mainly due to club member Clay Badenoch. A big thanks to Clay and also to everyone else responsible for the improved track. It was also great having the water truck at Pimpima the other week reducing dust and increasing the fun factor, guaranteeing a lot of slipping and sliding (especially for those with that old fashioned two wheel drive system).

In the WRC, Rally Japan has just wrapped up with winner Sebastien Ogier in his Citroen C4 outpacing Peter Solberg and Jari-Matti Latvala. Although winning the recent Rally Deutschland (Germany), reigning World Champion Sebastien Loeb was off song in Japan finishing fifth (which would you believe is his worst result this season); although he secured enough points to be able to capture his seventh consecutive world title with a win at the next event in France.

Good to see Mark Webber back leading the 2010 F1 World Championship after finishing sixth at the weekends Italian Grand Prix. Ferrari's Fernando Alonso won the race and by doing so, keeps his championship hopes alive; Webber now leads Lewis Hamilton by 5 points with 5 races to go.

For this month's article, I thought I would cover one of my favourite eras in the WRC which produced some great battles and some legendary road going vehicles, Group A.....

Group 'A' Regulations

Group A regulation were introduced by the FIA (*Fédération Internationale de l'Automobile*) in 1982 to replace the outgoing Group 2 (modified touring cars) regulations. Group A was aimed to ensure that a number of privately owned vehicles would enter races and rallies as the new formula was based on production derived vehicles with limited power, weight, technology and overall costs.

Group A started in the WRC in 1986 as part of a separate championship series (won by Sweden's Kenneth Eriksson in a Volkswagen Golf GTI 16v) from the top level Group B cars. After the demise of Group B at the end of the 1986 season, Group A became the showcase category lasting 10 years from 1987 to 1997. The Italian manufacturer Lancia, was the



Volvo tried to side-step some of the Group A regulations with the 1985 240 Turbo.

quickest in adapting to the new rules winning the Constructors Championship for the first 6 years in a row (1987–1992).

Up until 1993, manufacturers were required to produce 5000 vehicles in one year for homologation without regard to the entire range; however, the FIA did allow “Evolution” models to be homologated with a minimum of 500 cars (e.g. BMW M3 Sport Evo, Mercedes-Benz W201 Evo). Amusingly, not all manufacturers who built 500 such models sold them, some stripped the majority of them as stock models or used them to allow



Ford had limited success with the Ford Sierra Cosworth winning in Corsica in 1988, but couldn't win a World Championship Rally in the 4x4 (pictured) introduced in 1990 and replaced in 1993 by the Escort.

teams to use modified parts. An example of this was the Volvo 240 Turbo in 1985. After producing 500 vehicles for homologation, Volvo stripped 477 of them of their competition equipment and sold them as standard 240 Turbo road cars. FISA (Fédération Internationale du Sport Automobile) who were the governing body for motor racing events, failed to find any of these 500 “Evo” cars in any European countries ultimately forcing Volvo to reveal the names of the 500 owners before allowing them to compete.

After the 1992 season, the Group A regulations were modified so that a minimum of 2500 cars of the competing model had to be constructed in one year out of a minimum of 25,000 standard models (e.g. 2500 Subaru Impreza WRX's out of 25,000 Subaru Impreza's).

The vehicles used in Group A for the World Rally Championship were mainly based on turbocharged, four wheel drive versions of small cars such as the Lancia Delta Integrale, Toyota Celica GT-4, Subaru Impreza WRX, Mitsubishi Lancer Evo, Nissan Sunny (Pulsar) GTI-R & Ford Escort Cosworth to name a few. Group A regulations allowed vehicles to be modified for greater power and torque, upgraded suspension, bigger brakes and specialized tires. The regulations also required some interior panels to be retained such as door panels and dashboard.

WRC 1987 – 1999

1987 was the first real season of the new Group A formula and saw the Martini Lancia Racing Team, driven by Juha Kankkunen, Markku Alén and Miki Biasion, obliterate the opposition. Between the three factory drivers, the Delta HF 4WD won nine of the thirteen rounds with Kankkunen taking the Drivers Title from Biasion with Alén finishing third.

In **1988**, the Martini Lancia Racing Team were even more successful winning ten of the thirteen rallies. The Delta HF 4WD again proved unbeatable in the hands of Alén and Biasion, the car was replaced however mid season by the Delta Integrale which proved to be even faster. Reining Champion Kankkunen made an unsuccessful move back to his former team Toyota finished a dismal 37th in the championship. Miki Biasion took the Drivers Title followed by team mate Markku Alén. Another Lancia Delta driven by Italian Alex Fiorio would take third in the championship again completing a 1, 2, 3 for Lancia.

1989 saw Lancia dominate for a third year in a row winning the first six rallies with Biasion winning four of those six. Biasion went on to again win the Drivers Championship for a second time with a large gap to fellow Delta driver Fiorio with Kankkunen in third driving a Toyota Celica. Lancia again won the Manufacturers Title.



The Lancia Delta is still one of the most successful rally cars of all time winning the Manufacturers Title for Lancia 6 years in a row.

The **1990** WRC season consisted of twelve events and initially looked like another Lancia whitewash with the Delta claiming the first two events. Toyota Team Europe however had made improvements with the Celica ST165 & started putting pressure on the unstoppable Lancia's. Toyota's Carlos Sainz ending up as the Drivers Champion winning four of the twelve events and finishing on the podium in seven consecutive rallies. 1990 also saw Subaru enter the WRC with the

Legacy at the Acropolis Rally. Lancia went on to win it's fourth manufacturers title with consistent drives from Didier Auriol and Miki Biasion.

1991 consisted of 14 events and saw the introduction of Nissan's Group A Sunny GTI-R at the Safari Rally driven by veteran Stig Blomqvist. The title race became a contest between two drivers, former World Champion Juha Kankkunen in the Delta and reining World Champion Carlos Sainz in the Celica. After Rd 8, Sainz had won 5 events and looked set to take the Championship, however Kankkunen won the next two events taking the title fight to the final round in Great Britain. The Celica however would suffer mechanical failure while Sainz was in a title winning second position, handing the Championship to Kankkunen. The Manufacturers Title was once again won by Lancia ahead of Toyota and Mitsubishi.

1992 again contained 14 rounds and saw the introduction of the new Celica ST185, unfortunately it also witnessed the departure of Mazda, Nissan and the highly successful Martini Lancia Racing team (although an upgraded Lancia Delta HF Integrale [also known as the Deltona or Super Delta] was run by the Jolly Club Team). In was another close title fight between Sainz & Kankkunen, but it was the Carlos this time who would be triumphant winning his second championship in three years. Frenchman, Didier Auriol must have felt cheated after winning six rounds but finishing the year in third behind Sainz and Kankkunen (who had just one win). Lancia, with the help of Auriol & Kankkunen easily won the Manufacturers Title for the Sixth year in a row.

The start of **1993** was an exciting period which saw defending champion Carlos Sainz join the Jolly Club Lancia Team, Ford debut it's long awaited Escort RS Cosworth & Mitsubishi introduced the new Lancer Evolution. The Championship also was reduced to 13 rounds after the Ivory Coast Rally was dropped. The season saw seven different drivers claim victory including the first to Subaru's Colin McRae in Rd 8, Rally New Zealand driving a Legacy (Subaru introduced it's new



The Toyota Celica ST185 was Toyota's most successful rally car winning the drivers title 3 years in a row for Sainz, Kankkunen & Auriol before being replaced in 1995 by the Celica ST205.

rally car, the Impreza at the next round in Finland). In the end, the championship came down to the penultimate round in Spain between two drivers, François Delecour in an Escort and Juha Kankkunen in a Celica. While Delecour needed to win both events, Kankkunen only had to finish 3rd. Delecour drove brilliantly winning the rally, but Juha finished where he needed to, wrapping up the championship before the final event in GB. It was Juha Kankkunens 4th and final World Championship which also helped Toyota to it's first ever Constructors Championship.

In **1994**, the FIA slashed the number of events to ten in an effort to reduce costs. Again, the winners podium saw a variety of different drivers including Tommi Mäkinen who won his first World Rally event in Finland driving an Escort RS Cosworth (moving to Mitsubishi at the next round in San Remo). The championship fight came down to the final round in Great Britain between Carlos Sainz driving an Impreza and Didier Auriol in a Celica. Auriol's chances looked dashed after day one when he clipped a rock damaging the suspension and dropping to 80th position but more drama was to follow. The talk of team orders allowing Sainz to move in front of leader Colin McRae became to much for some British fans who pushed logs on the road causing Sainz



Although the Ford Escort RS Cosworth promised to be a great rally car, it failed to deliver and didn't win any Drivers a Championship or Ford a Constructors Championship.

to run off at around 160km/h in avoidance, on the next stage his concentration was broken and he went off into a ditch (continuing ironically with the help of spectators) losing over 30 minutes and ending his championship hopes. McRae won the rally but the Championship had been won by Auriol (the first Frenchman to win the title). Toyota again won the Manufacturers Title in the Celica.

The **1995** championship saw only 8 rounds, the lowest since the 1973

season (due then to the oil crisis). The season also saw mandatory turbo restrictors reduced from 38mm to 34mm which led to the Toyota Team being banned due to the use of an illegal bypass. The first half of the season saw Sainz and Kankkunen leading the championship fight, but Colin McRae in the WRX soon joined in after his dominating win at Rd 5 in New Zealand. At the penultimate round in Spain, Kankkunens hopes were dashed after a massive accident, leaving Sainz & McRae to fight for the Championship. The rally ended in controversy after the Scot was forced to let his team mate win, leaving the final round in Britain to decide who would be the new World Champion. In front of 2 million home fans, McRae beat home Sainz and claimed the Title. It was also Subaru's first Manufacturers Title beating Mitsubishi and Ford.

1996 saw reigning World Champion Colin McRae back in his Prodrive WRX resuming his battle with former teammate Sainz who this season was driving a Ford Escort. It was the Flying Finn Tommi Mäkinen however whose brilliant car control coupled



The Subaru Impreza WRX won McRae his first and only title in 1995. The Group A Subaru would win the constructors title in 95, 96 & 97.

with the seemingly unbreakable Lancer who would dominate the season beating McRae who after a poor early season, produced a late surge to pressure Tommi (again winning his home event). Although Subaru went on to win the Manufacturers Title, it was Mäkinen who took out 5 of the 9 rounds claiming the 1996 Drivers Championship ahead of McRae.

1997 saw the new Subaru Impreza 22B win the opening 3 rallies, but reigning World Champion Tommi Mäkinen was soon in contention in the Evo IV with Sainz in the Escort also joining the title battle. A series of mechanical failures left McRae's championship hopes in tatters, but the Scott soldiered on taking back to back wins in Italy and Australia to set up a title decider in the RAC. While McRae had to win, which he did, Mäkinen only had to finish sixth, which he did, thus winning the Drivers Championship ahead of McRae by only 1 point. Subaru clinched the Manufacturers Title for the third year in a row. 1997 also saw the FIA introduce the new World Rally Car regulations with the debut of the Toyota Corolla WRC at Rd 10 in Finland.

The **1998** season include 13 rounds with two times Drivers Champion Tommi Mäkinen in his ever reliable and quick Group A Mitsubishi looking at making it a then record breaking 3 in a row. While Colin McRae, Richard Burns and veteran Juha Kankkunen challenged for the title, the fight would come down to the final stage in Rally GB between Sainz and Mäkinen. Sainz looked like clinching the championship after Mäkinen had earlier retired but mechanical failure robed Sainz in sight of the finish line and in sight of his 4th Drivers Championship. Misfortune for Sainz handed



The Lancer Evolution Range (EVO IV shown) dominated the end of the Group A era winning Tommi Mäkinen 4 Drivers Titles in a row.

Mäkinen his 3rd straight Drivers Title and also handed the Manufacturers Title to Mitsubishi for the first time.

1999 saw three times champion Tommi Mäkinen determined to take four Drivers Championships to equal Finnish legend Juha Kankkunen & Colin McRae transition into the new Ford Focus WRC. 1999 also saw Peugeot debut their new rally car the 206WRC at Rd 6 in Corsica. The title fight was mainly between Mäkinen and Auriol but a late charge from Subaru driver Richard Burns also saw a close finish to the season. Mäkinen clinched his fourth (and final) championship in the penultimate round in Australia when Auriol crashed out. 1999 saw Toyota win the Manufacturers title for its third (and final) time.

Although Mitsubishi continued to use Group A regulations for its Mitsubishi Lancer EVO VI in 2000 & 6.5 in 2001 (the FIA allowed Mitsubishi certain freedoms from some aspects of the tight Group A regulations agreed upon by rival teams), they proved to be fairly uncompetitive against the new World Rally Cars. Tommi Mäkinen finishing a disappointing 5th in 2000 but a creditable 3rd in 2001. The Lancer EVO 6.5 was replaced in 2001 at Rd 11 (San Remo) by the Lancer WRC.

WRC Group A Champions

YEAR	DRIVERS CHAMP	VEHICLE	MANUFACTURERS CHAMP	VEHICLE
1999	Tommi Mäkinen	Mitsubishi Lancer Evolution VI	Toyota	Toyota Corolla WRC
1998	Tommi Mäkinen	Mitsubishi Lancer Evolution V	Mitsubishi	Mitsubishi Lancer Evolution
1997	Tommi Mäkinen	Mitsubishi Lancer Evolution IV	Subaru	Subaru Impreza WRC
1996	Tommi Mäkinen	Mitsubishi Lancer Evolution III	Subaru	Subaru Impreza WRX
1995	Colin McRae	Subaru Impreza WRX	Subaru	Subaru Impreza WRX
1994	Didier Auriol	Toyota Celica GT-4 ST-185	Toyota	Toyota Celica Turbo GT-4
1993	Juha Kankkunen	Toyota Celica GT-4 ST-185	Toyota	Toyota Celica Turbo GT-4
1992	Carlos Sainz	Toyota Celica GT-4 ST-185	Lancia	Lancia Delta HF Integrale
1991	Juha Kankkunen	Lancia Delta Integrale 16V	Lancia	Lancia Delta Integrale 16V
1990	Carlos Sainz	Toyota Celica GT-4 ST-165	Lancia	Lancia Delta Integrale 16V
1989	Miki Biasion	Lancia Delta Integrale	Lancia	Lancia Delta Integrale
1988	Miki Biasion	Lancia Delta Integrale	Lancia	Lancia Delta Integrale
1987	Juha Kankkunen	Lancia Delta HF 4WD	Lancia	Lancia Delta HF 4WD

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 (1st – Sebastien Loeb – Citroën C4 WRC)~~
8. ~~Rally Finland – 29/07/2010 (1st – Jari-Matti Latvala – Ford Focus WRC)~~
9. ~~Rally Deutschland – 20/08/2010 (1st – Sebastien Loeb – Citroën C4 WRC)~~
10. ~~Rally Japan – 10/09/2010 (1st – Sebastien Ogier – Citroën C4 WRC)~~
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 201 - 2nd Ogier 158 - 3rd Latvala 132 - 4th P Solberg 118 - 5th Sordo 107

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 (1st – Simon Evans – Subaru WRX)~~
6. Rally Victoria – 13/11/2010

Points: 1st S Evans 375 - 2nd S Pedder 230 - 3rd E Evans 180 - 4th Shepheard 176 - 5th Smart 170

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 (1st – Mark Webber – Red Bull)~~
11. ~~German Grand Prix, (Hockenheim) – 25/07/2010 (1st – Fernando Alonso – Ferrari)~~
12. ~~Hungarian Grand Prix, (Budapest) – 1/08/2010 (1st – Mark Webber – Red Bull)~~
13. ~~Belgian Grand Prix, (Spa-Francorchamps) – 29/08/2010 (1st – Lewis Hamilton – McLaren)~~
14. ~~Italian Grand Prix, (Monza) – 12/09/2010 (1st – Fernando Alonso – Ferrari)~~
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 187 - 2nd Hamilton 182 - 3rd Alonso 166 - 4th Button 165 - 5th Vettel 163

YEAR 2010 PROPOSED EVENTS							
START DATE	FINISH DATE	STATE	ORGANISER	EVENT	EVENT CLASSIFICATION	VENUE	COMMENTS
29th Jan 2010 GCMTC AGM	20/01/2010	QLD	GCTMC	Club Meeting		Merrimac State High School	AGM and General Meeting
17th Feb 2010 GCMTC General Meeting	17/02/2010	QLD	GCTMC	Multi-club		Merrimac State High School	General Meeting
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
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 Rd#3	29/08/2010	QLD	GCTMC	Khanacross		Tanah Kita Nursery, Yawalpah Rd, Pimpama	Multi-club event
15 September 2010 GCTMC General Meeting	15/09/2010	QLD	GCTMC	Meeting		Jason's Place 70 Mudgeeraba Rd, Mudgeeraba	Social 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		Bathurst	V8 Supercar Series
20 October 2010 GCTMC General Meeting	20/10/2010	QLD	GCTMC	Meeting		Merrimac State High School	General meeting
Gold Coast 600 22-24 October 2010	22-24/10/2010	QLD	CAMS			Gold Coast	V8 Supercars
31 October 2010 GCTMC Tanah Kita Khanacross	31/10/2010	QLD	GCTMC	Khanacross		Tanah Kita Nursery, Yawalpah Rd, Pimpama	Multi-club event
17 November 2010 GCTMC General Meeting	17/11/2010	QLD	GCTMC	Meeting		Merrimac State High School	General meeting
5 December 2010 GCTMC Tanah Kita Khanacross	5/12/2010	QLD	GCTMC	Khanacross		Tanah Kita Nursery, Yawalpah Rd, Pimpama	Multi-club event

Funnies

Why English is so Difficult

Have you ever wondered why the English language is so hard to master?

- We polish the Polish furniture;
- He could lead if he would get the lead out;
- A farm can produce produce;
- The dump was so full it had to refuse refuse;
- The soldier decided to desert in the desert;
- The present is a good time to present the present;
- The dove dove into the bushes;
- I did not object to the object;
- The insurance for the invalid was invalid;
- The bandage was wound around the wound;
- They were too close to the door to close it;
- They sent a sewer down to stitch the tear in the sewer line;
- To help with planting, the farmer taught his sow to sow;
- The wind was too strong to wind the sail;
- After a number of Novocain injections, my jaw got number;
- I shed a tear when I saw the tear in my clothes;
- I had to subject the subject to a series of tests;
- I spent last evening evening out a pile of dirt.

COMPUTERS

Spanish teacher was explaining to her class that in Spanish, unlike English, nouns are designated as either masculine or feminine. "House," for instance, is feminine: "la casa." - "Pencil," however, is masculine: "el lapiz."

A student asked, "What gender is 'computer'?"

Instead of giving the answer, the teacher split the class into two groups, male and female, and asked them to decide for themselves whether 'computer' should be a masculine or a feminine noun.

Each group was asked to give four reasons for its recommendation.

The men's group decided that "computer" should definitely be of the feminine gender ("la computadora") because:

1. No one but their creator understands their internal logic; **2.** The native language they use to communicate with other computers is incomprehensible to everyone else; **3.** Even the smallest mistakes are stored in long term memory for possible later retrieval; and **4.** As soon as you make a commitment to one, you find yourself spending half your pay check on accessories for it.

The women's group, however, concluded that computers should be masculine ("el computador") because:

1. In order to do anything with them, you have to turn them on; **2.** They have a lot of data but still can't think for themselves; **3.** They are supposed to help you solve problems, but half the time they ARE the problem; and **4.** As soon as you commit to one, you realize that if you had waited a little longer, you could have gotten a better model.

The women won.

As usual, if anyone has anything they want included in future newsletters, including items for sale (car related), 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)

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: