



OCTOBER 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 20th of October, at the Merrimac High School in Mermaid Waters at 7.30pm.



2010 World Rally Champion - Sébastien Loeb - Citroën C4 WRC

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) or
Shaun Brown (shnbrown99@gmail.com.au)
Web Address:.....www.gctmc.org.au
Postal Address:.....PO Box 8582 BUNDALL QLD 4217



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

Bob's Bulldust – Bob Bowden

Hi to all members.



It has been an interesting few months in the club with the trial of social nights being successful as many members attended including some not seen for a while. It is amazing how dynamic the membership is with many members from last year not rejoined and yet many new members pushing us to a very healthy 89 at present. As a contrast we had to abandon 2 regular club meetings due to a lack of quorum and postpone our Border Ranges Rally due to lack of entries.

I had 6 weeks off in July and August for an outback trip but have caught up with things now just in time to fill in for treasurer Ron who has headed off south for who knows how long to have an extended work break and hopefully do some rallies if a navigator can be found.

Apart from our local khnacross events several members have been competing at Morgan Park in Warwick this year in 4 rounds of the sprint series (5 circuits available and a new extension just completed will give them 11 options) I have summarised the results of the 4 rounds for our current members.

I have also updated the points score for the year to date (included in this edition) and its close at the top. To clarify essentially how it works members get the following points awarded:-

- Clerk of Course 10;
- Deputy Clerk of Course 9;
- Secretary of event 7;
- Other Officials 3;
- Class places 1st 10 down to 7th 4 and other places 3;
- Officials who compete can only score from one section;
- Only 5 points are awarded for a win if there is only 1 entry in class;
- Attending club monthly meetings (from attendance sheet) 2 points;
- To be eligible for an award a member must have acted as an official in a points scoring capacity in at least 2 club points scoring events during the year.

I look like missing the next 2 club events as I will be doing 3 hill climbs to finish the year after Stanthorpe on 20/21 Nov and the dates clash.

Hope all members are enjoying their motorsport in whatever way they can.

Cheers

Bob

Morgan Park Results - 2010

	Run 1 (1.2km)	Run 2 (2.1km)	Run 3 (1.5km)	Run 4 (2.1 km)
Nathan Lepp	3.07.466	3.55.065	2.41.475	3.49.283
Mark Crapper	3.04.285	3.55.281	2.43.718	3.53.565
Jason Delaney	3.09.663	4.04.104	2.48.815	3.54.861
Baden Uren	DNS	4.09.757	2.51.315	DNS
Jason Ruse	3.42.490	4.14.735	2.57.468	DNF
Stuart Urch	DNS	4.17.285	DNS	4.11.334
Bob Bowden	3.02.274	3.52.377	2.40.71	3.50.892

Tanah Kita Khanacross 4 – 31/10/2010

This will be one of our standard Khanacross type events using the excellent course located at Tanah Kita Nursery in Pimpama.

However, the 90mm of rain over the last weekend has flooded the location and its unsure if the waters will clear in time.

Please check the GCTMC website for updated information on this event.

Where to From Here? – Shaun Brown

In the last few weeks there have been a couple of conversations on the local web forums about the future of our sport. The writer contributed to the discussion on the Northern Districts Sporting Car Club (NDSCC) forum. My post is reprinted below. Please note this referenced what some of the NDSCC members were discussing but I think GCTMC members may be interested.

“OK, time to get the soapbox out. Please bear with me as a lot of what you will read below will be borderline heresy to some

There have been plenty of comments on here that “somebody” has to sort this out / fix rallying etc. Personally I don’t think the sport in its present form is capable of being fixed nor, in its present form is it capable of attracting much more in the way of competitors, spectators or sponsors.

(Please also note my comments are focused on club level events and competitors, not ARC level activities)

Simply put I think our life in Australia has changed to the point where rallying has been left behind. I don’t think that rallying can compete with the alternatives nor does it “fit” the majority of the populations lifestyle anymore, in particular the time they have available to pursue a sport like rallying.

In recent years the writer was involved in an intergovernmental working group looking at motorsport in SE Queensland. In that group I had a chance to see how the motorcycle community run their sport and also to speak to fairly experienced sporting consultants who are dealing with sporting development at all levels in Queensland, frankly it was a bit of an eye opener.

Consider a few things.

Costs vs return

Pick a figure for the cost of putting together a club level car, helmets, a cheap suit etc, say \$15,000? That’s on a par with what you will spend to go race motorcross. Problem is how often can you go and have fun? With a bike you can practice a couple of times every week, have a ride on weekends and race every month and you have not driven all over Queensland to do it. Its not simply the cost per se, but how do we justify the expense on something that spends 99% of its life sitting in the garage?

30 to 40 years ago there was not the choice of sporting and leisure activities that we have now. I have used bikes as an example but we are also competing with jet ski’s, all the football codes (who promote junior development VERY well), boating, computers games etc etc etc.

Personally I don't think the cost of the cars, entry fees etc is that much of an issue. Once you understand and appreciate the enormous effort that goes into running even a club level rally, personally I would not baulk at paying say \$300 as an entry fee for a club rally.

No one has any time anymore

I think that the one "cost" that people DO struggle with (and the main one) is that of time. We simply don't have the time in our lives that we did in the late 70's / early 80's. From my own experience a large number (the majority?) of regular rally competitors either own their own business's or are in senior or management positions with their employer. With what has been going in the past couple of years I know I have barely had time to put a spanner on my car, let alone have a run in a rally. And with limited free time available, what time you do manage to set aside is pretty quickly taken up with family, kids sport etc.

One of the things that the professional sports consultants consistently raised in our discussions was that younger generations (X & Y) want their sport or fun instantly. They won't spend every night in the garage doing prep and they won't travel for hours to compete. The example given to us in that working group was that they (younger competitors) wanted to go for a surf in the afternoon, then take their bike to a local track for a couple of hours before going home and jumping on the Playstation. Sounds far fetched but that is the demographic that we have to get our heads around.

The last part of the "lack of time puzzle " is as it applies to organisers. If you really want to curtail your driving get involved as an event organiser as you are then assured of having no spare time! The writer has run 2 club kharacross's this year but only had one drive. Again, anyone who knows what goes into running a club level rally will only ever had the utmost respect for those individuals that step up to take on the running of these events.

At the end of the day the clubs are small groups of people with the same faces running events year in year out. If you truly care about the sport get qualified (lets face it its not hard getting a Club Chief licence sorted out) and start running your own events. If you don't have the time to do that and you are happy to let other people do it year after year, frankly that is more than half the problem and you only have yourself to blame. Everyone wants someone else to do it, if you won't make the effort yourself why should anyone in the first place?

What's in it for a sponsors?

How can we promote events that are held in the middle of nowhere to a sponsor that practically gets nothing in return? Lets face it an event sponsor these days is basically gifting money to the club running the event, there is very little in it for them.

I see two parts to the sponsorship issue. One is the average event is being run in the middle of nowhere so there really is practically no exposure for their 'advertising' dollar".

The second issue revolves around the size of our population and economy. In the UK there is a very large number of motorsport component manufacturers and fabricators. They are prepared to put real money into sponsoring events and competitors as there are so many competitors over there they can sell their product to. There is also a strong cross sell opportunity to the street car / boy racer customer who identifies strong with fair dinkum motorsport and rallying.. How much stuff that Demon Tweeks sells never sees a race track or rally stage?

In Australia, lets take Murray Coote for example, a very well known guy, one of the true gurus of shock absorbers and makes a brilliant product that is one of the standards in our local industry. But.....given the small number of competitors that he can sell to (and the modest profits he makes dealing with a small specialist sport) how could he justify a major spend on supporting an event or a competitor?

So what's the answer?

So my own view is that we need to (a) run more events to justify new competitors having cars, (b) closer to town, to make it easier for people to compete (time and cost wise) and to also give some value to a sponsor (i.e. so that the pre event promotion / press exposure is occurring somewhere near they are based or do business) and (c) at a venue that we can have some semi permanent facilities.

To my mind we basically need access and control to a large farm property where access points can be easily controlled (far less officials required) and can have some reasonable spectator facilities. Obviously a property like this (besides being a pipe dream) wont cater for long stages and you will basically end up with a rally-sprint style competition however the writer considers this is where our club level competition is most probably headed in the future.

In the meantime I think khanacross's are the answer for new competitors, They offer a reasonable speed experience without the immediate necessity for a cage. Personally as an organiser I would probably not stick my neck out to run an entry level gravel rally for cars without cages as there is a clear increased risk factor inherent there that I would not accept (with my name on the permit app).

One thing I would mention in respect of costs, is that even at a local club khanacross or motorkhana the entry fees are usually pretty reasonable but it can creep up when you try and gets juniors involved. We usually charge \$40 to \$50 for a multi club khanacross but only \$10 for juniors.

There have been a number of comments on this forum about we should be running this sort of event or that sort etc, however NDSCC seems to have the simple problem that all clubs do, only a modest membership and a far smaller number of event organisers. I would say your club is in fact very lucky as you actually have a couple of groups that are willing and capable of running rally's. Those people

are supporting events they want to see run and as I have mentioned above you can only respect their commitment for taking these larger events on. If you believe that certain types of events will prove popular, go get qualified and run your own events, its as simple as that. If you are not willing to do that, frankly you don't have the right to complain.

The writer hopes to get out to Hirstglen for a run soon and in the meantime please feel welcome to come to the Goldy to have a run in a khanacross. I will get off my soapbox now, I am sure there will be plenty of people who disagree with my view of the world but I am too busy organising my TRE for next year.....

Cheers Shaun B

Editors Blurb – Thomas Rosengreen

I'll keep it fairly short as there is a fair bit in this month's magazine. After reading Shaun's views on the future of club level motorsport, I must say, I have to agree with a lot of what he writes about. Money, time and money seem to be the critical factors, especially for those with a large mortgage and small children; did I mention money? It seems hard enough keeping a couple of family cars on the road these days let alone the money needed to store and maintain a special one for the occasional thrash on the weekend. On running events; maybe we need to look at charging say another \$10 for entrants & start actually paying individuals to run events.... say if we get 20 runners at a khanacross, it may well get someone a couple of hundred dollars for their effort. I personally wouldn't balk at paying a little bit of extra cash knowing that it went to helping the club run events. Its also true that the same faces run the majority, if not all events; a situation which can only be rectified by other club members stepping in & organising something themselves (which includes me). I'm sure that Shaun (or other members with experience in running events) would be happy to assist if required. Anywho, if you have any input, please bring your ideas to a club meeting or email me to include in the mag...

It's hard to believe that Sébastien Loeb has now won the championship 7 times in a row, a feat which will surly take a very long time to beat. I'm still not 100 percent sure whether Loeb is the best driver to ever compete in the championship; or if it's a case of being in the quickest car with greatest reliability and limited competition. Hopefully there'll be more competition for the Frenchman next year.

Great to see Mark Webber has kept his lead in the F1 championship with just 3 rounds to go. In a rather uneventful Japanese Grand Prix (apart from the first lap), Webber managed 2nd place behind teammate Vettel who is now tied for second on the championship ladder with Alonso just 14 points behind Webber. It's certain to be a great end of the 2010 season for Aussie F1 fans....

This months article pays tribute to the new 2010 World Rally Champion by covering his rise to stardom over the last decade.

Sébastien Loeb was born on the 26th February 1974 in Haguenuau, France. Originally a gymnast, Loeb turned to rallying in 1995 aged 21. In 1998, he started entering events in the French Citroën Saxo Trophy series, winning the title in 1999. Seb is currently married to his Wife Séverine, and has a daughter named Valentine.

In 2001, Loeb entered the FIA Junior World Rally Championship and became the series' first champion by

“Either this guy is crazy or a genius” A quote from Sébastien’s first co-driver, marking the start of the most successful rally driver of all time.

winning five of the six events. During this year, he also competed in the Rally Sanremo in a Citroën Xsara WRC. Remarkably, with little experience in a top level car, Loeb managed to

finished second to tarmac specialist Gilles Panizzi in a Peugeot 206 WRC.



Sébastien Loeb is now the most successful rally driver of all time winning his seventh Drivers Championship in 2010

In 2002, Loeb was signed to the Citroën Total World Rally Team driving a Xsara WRC, although the team only contested 7 of the 14 rounds this season. Loeb made his debut WRC win at Rd 10 in



Sébastien won the first Junior World Rally Championship in 2001 (then known as the FIA Super 1600 Drivers' Championship) in a Citroën Saxo.

Germany (Loeb actually won the opening round in Monte Carlo but was given a two minute time penalty after an illegal tyre change).

2003 saw the Citroën Team contest the entire championship season with Sébastien winning 3 of the 14 rounds and finish just 1 point behind championship winner Petter Solberg. Loeb proved his abilities of speed & consistency by beating both his

Citroën team-mates, Carlos Sainz & Colin McRae. At the end of the WRC season, Loeb earned the



In 2005, Loeb took a record 10 rally wins (from 16 rallies); a record 6 rally wins in a row and also created history by winning every stage at the Tour de Corse.

title of “Champion of Champions” by winning the annual Race of Champions.

In 2004, Loeb dominated, winning 6 of the 16 rounds, (equaling fellow Frenchman Didier Auriol’s record 6 wins in 1992) and finished second in another 6, easily taking the Championship ahead of reigning World Champion Solberg.

Although gaining a reputation as a tarmac specialist, Loeb demonstrated his ability to win on all surfaces, not only winning on gravel in Cyprus, Turkey and Australia; he became the first non-Nordic driver (Nordic countries include Denmark, Finland, Iceland, Norway and Sweden) to win the Swedish Rally.

2005 saw the French sensation break even more records, winning 6 rallies in a row (beating Timo Salonen’s record of four in 1985) and also winning 10 rallies in one season beating his (& Didier Auriol’s) own record of 6. In France, he also managed to win every special stage, a feat which had never been accomplished by a driver in the WRC. Loeb could have clinched the 2005 title in Rally GB (Rd 12 of 16) but after the death of Markko Märtin’s co-driver Michael Park on SS15, took a



In 2006, Loeb was entered as a privateer, again winning the championship despite breaking his arm and missing the final 4 rounds.

deliberate 2 minute time penalty while leading, deciding not to win the title in such circumstances. He went on to win his second title by finishing second at the next rally in Japan. Loeb also took his second Race of Champions beating Le Mans legend Tom Kristensen in the final.

2006 saw the works Citroën & Peugeot teams pull out of the WRC although Citroën planned to return in 2007 with the new C4. Sébastien remained in a Citroën Xsara WRC but the car was privately entered by the Kronos Total Citroën World Rally Team. Loeb was again set to break more records in 06 when he broke Carlos Sainz record of 26 rally wins by taking his 27th win at Rd 11 in Japan. Loeb also managed to break his arm in a mountain bike accident near his home town in Switzerland, putting him out of the last 4



Loeb finished second in the 2006 Le Mans 24 Hours in a Pescarolo-Judd behind the new diesel powered Audi R10

events. In spite of this, he had gained enough points to claim his third straight title after Rd 14 (there were 16 rounds in 2006) in Australia when his only real competitor Marcus Grönholm failed to finish



Sébastien enjoys some of the perks of being a World Champion.

third or better. He received the news of his title win at his home via an Internet video link. Due to the time difference, he had to make do with an early morning coffee instead of the traditional champagne, calling the whole experience "strange". Marcus did win the last 2 events finishing just 1 point behind the eventual championship winner.

Loeb returned as an official Citroën driver in 2007 in the new C4 WRC. He was again the driver with the most wins equaling his 2006 total of 8 victories. Again, Ford's Marcus Grönholm was the only driver to remotely challenge Sébastien, with the championship coming down to the final round in Great Britain. Loeb finished third and earned enough points to take him to his 4th World Rally Championship in a row, equaling Tommi Mäkinen's record from the late 1990's.

After Grönholm's retirement at the end of 2007, the lack of competition coupled with Citroën's reliability meant that it was almost certain that Loeb would again win the championship in 2008. Starting the year with a record fifth Monte Carlo win, Loeb was hardly troubled, winning 11 of the 15 rounds (another record) and taking the championship for a history making five in a row. Loeb again won the Race of Champions, becoming only the second driver to win the event more than twice.



Loeb drove the new Citroën C4 WRC to the World Championship in 2007, beating Ford's Marcus Grönholm by just 4 points.

2009 looked to be another whitewash with Seb winning the first 5 rallies. However, after round 8, the championship was being led by Ford driver Mikko Hirvonen following Sébastien's failure to finish on



Sébastien with the Toro Rosso F1 car he tested in 2009. The FIA stopped Loeb's plans of a drive at the Abu Dhabi Grand Prix by failing to approve his application for a Super License needed to race in F1.

the podium in 3 consecutive rallies. Loeb, recovered however by finishing first or second in the last 4 rallies of the season. A win in the final round in GB ahead of Hirvonen's second place meant Loeb was again World Drivers Champion finishing ahead by just 1 point.

This year, with two rallies still to be run, Loeb has already become the 2010 World Rally Drivers Champion after his win

in the recent Rallye de France. The Frenchman has yet again demonstrating his superior skills making it look like another walk in the park although it may be partly due to the poor opposition delivered by the only other manufacturer in the championship, Ford.

While Loeb will always be known for his talent behind the wheel of a rally car, he has also contested the Le Mans 24 hour race, first in 2005, then finishing second overall in 2006 driving a Pescarolo-Judd partnered by fellow French drivers Eric Hélary & Franck Montagny. He also tested for the Renault F1 Team in 2007 which saw Heikki Kovalainen switch places and Drive Loeb's WRC car. He also drove Red Bulls (who became Citroën's major sponsor in 2008) RB4 F1 car as a reward for winning the 2008 World Rally Championship. In official testing in Barcelona, Loeb was eighth fastest of seventeen drivers.

Seb continued his F1 ambitions in 2009 following stories that fellow Frenchman Sébastien Bourdais was set to lose his seat at the Red Bull backed Toro Rosso Team. Loeb told French media that he was interested in replacing Bourdais if the chance arose, probably at the 2009 Abu Dhabi Grand Prix which ran in November, after the end of the WRC season. The FIA however saw things differently, failing to grant Loeb a Super License because he had not competed in enough circuit racing in lower categories.

Sébastien also took part in an official GP2 Series testing session after the end of the 2009 season, driving for the David Price Racing Team.

Sébastien Loeb announced last month that he will retire from the WRC after the 2011 season.



Sébastien Loeb with co-driver Daniel Elena on their way to win the Rally of France & claim the 2010 drivers championship. The win also marked Loeb's 60th rally win.

Some photos and information taken from <http://www.sebastienloeb.com>

2010 GCTMC Border Ranges Rally – Dennis Baker

The event was cancelled primarily because of insufficient entries (less than 20, some of which were not ready to present at Sundays Scrutineering). However, as the week progressed the rain got worse and in fact we would have had to cancel the event due to weather impact on one of the key roads.

The 2010 BRR Committee met last week and after consultation with the QRAP Chairman, have advised CAMS that the event has been reprogrammed for 9th April 2011. The new Clerk of Course for the Event will be Stephen Davies and the event is planned to be exactly the same as what we intended to run last week.

As a lead up to this date, the BRR Committee is now working with the Urbenville Progress Association to train local RFS members plus GCTMC members in the function of becoming official NSW ticketed Traffic Control Officers (TCO's). We are asking for club volunteers to attend this course which will be a weekend training course based in Urbenville. Please contact Denis Baker, if you can see yourself being responsible for a traffic road closure at next years event.

Club members have to understand that without ticketed TCO's, next years event will not happen. This has come about because of the NSW Council requirements for road closures.

Please offer your time to be trained. Also, remember, if you have a NSW TCO ticket you will be much sort after by WRC for the Coffs Harbour event.

Cars for Sale

Just a couple of cars that I found on the internet to fill in some space....

- 1999 Subaru WRX version 5 STi Type R 2-door -



All original, including: DCCD gear box, 4.44 diffs, brand new engine with forged rods and pistons (built by Race Torque). Full B class licence. Covered 126,500 km. A rare car in Australia, ideal for competitive motorsport. Asking \$18,000 ono. Contact Craig Whiteley on 0408 918 769 or cwhiteley@aapt.net.au

- 1995 Peugeot 306 Maxi -



A well-known competitor in tarmac and classic events in WA, this Australian-delivered Peugeot has been thoroughly converted to Maxi specifications, using many genuine parts, such as steel mudguard extensions, correct alloy wheels, graphics, etc. This has been done at considerable expense, resulting in a well sorted and very competitive car in the under 2-litre category. Please discuss the long list of modifications with the owner. Asking a fraction of the development cost - \$20,000 or near offer. **SOLD**

GCTMC - CLUB POINTSCORE 2010

Last Name	First Name	Jan meeting -AGM-	Feb meeting	March meeting	April meeting	Khanacross 9/05/10	May social night	Khanacross 23/05/10	June meeting	July Meeting	Training Day 8/08/10	August Meeting	Khanacross 29/08/10	September Social Night	Total
Taylor	Tony	-	2	2	2	7		10			5	2	9		39
King	Ron	2	2	2	2	10		9			-	2	9		38
Voevodin	Ivan	2	2	2	2	10		9	N	N	-	-	10		37
Linning	Matt	-	-	2	-	11		10	O	O	-	2	9		34
Van Opstal	Ron	-	-	-	-	9		11	Q	Q	3	-	11		34
Preston	Peter	2	2	2	2	9		10	U	U	5	2	-		34
Rosengreen	Thomas	2	-	2	-	10		9			-	2	7		32
Nicholson	Quinton	-	-	-	-	7		8	U	U	3	-	8		26
Brown	Shaun	2	-	-	-	-		7	O	O	5	-	10		24
Lockhart	Peter	-	-	2	2	-		8	R	R	-	2	9		23
Ruse	Jason	2	2	2	2	-		10			3	2	-		23
Taylor	Lynne	-	-	2	-	8		5	M	M	-	2	5		22
Bowden	Bob	2	2	2	2	9		-			-	-	-		17
Bruce	Mick	2	2	2	-	3		-			-	-	7		16
Oldham	Connor	-	-	-	-	10		5			-	-	-		15
D'Ercole	Robert	2	2	2	2	-		-			3	2	-		13
Badenoch	Clay	-	-	-	-	-		-			3	-	10		13
Oldham	Darcy	-	-	-	-	3		9			-	-	-		12
Baker	Denis	2	2	-	-	-		7			-	-	-		11
Crapper	Mark	-	-	-	-	-		8			3	-	-		11
Bruce	Mitchell	2	-	-	-	-		-			-	-	8		10
Careless	John	2	2	2	2	-		-			-	2	-		10
Hodgson	Bruce	2	2	2	2	-		-			-	2	-		10
Evans	Lloyd	-	-	2	-	-		-			5	-	3		10
Mitchell	Gary	2	2	-	2	-		3			-	-	-		9
Davies	Steve	2	-	-	2	-		5			-	-	-		9
Pyvvaara	Mia	-	-	-	-	9		-			-	-	-		9
Stacey	Peter	-	-	-	-	-		9			-	-	-		9
Nicholson	David	-	-	-	-	-		6			3	-	-		9
Uren	Baden	-	-	-	2	-		4			3	-	-		9
Pyvvaara	Paul	-	-	-	-	8		-			-	-	-		8
Uren	Colin	-	-	-	-	-		3			3	-	-		6
Jones	John	2	2	-	-	-		-			-	-	-		4
Camm	John	-	2	2	-	-		-			-	-	-		4
Brown	Megan	-	-	-	-	-		-			3	-	-		3
Ruse	Lynda	-	-	-	-	-		3			-	-	-		3
O'Toole	Simon	-	-	-	-	-		3			-	-	-		3
Derry	Andrew	-	-	-	-	-		-			-	2	-		2
Syme	Ian	-	2	-	-	-		-			-	-	-		2
McNab	David	-	2	-	-	-		-			-	-	-		2
Moxey	Neil	-	-	2	-	-		-			-	-	-		2
Lepp	Nathan	-	2	-	-	-		-			-	-	-		2
Hodges	Aarron	-	2	-	-	-		-			-	-	-		2
Coulson	Diane	-	2	-	-	-		-			-	-	-		2
Urch	Stuart	-	2	-	-	-		-			-	-	-		2

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 Cancelled 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 Mudgeeraba Rd, Mudgeeraba	Social meeting
2 Oct 2010 GCTMC Border Ranges Rally	Postponed	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

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~~ — 30/09/10 (1st – Sebastien Loeb – Citroën C4 WRC)
12. Rally de Espana – 22/10/2010
13. Rally of Great Britain – 11/11/2010

Points: 1st Loeb 226 - 2nd Ogier 166 - 3rd Latvala 144 - 4th P Solberg 133 - 5th Sordo 125

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 Shephard 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 (1st – Fernando Alonso – Ferrari)
16. ~~Japanese Grand Prix, (Suzuka)~~ — 10/10/2010 (1st – Sebastian Vettel – Red Bull)
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 220 - 2nd Alonso 206 - 3rd Vettel 206 - 4th Hamilton 192 - 5th Button 189

Funnies

Conversation with a Little Girl

A stranger was seated next to a little girl on an airplane when the stranger turned to her and said, "Let's talk. I've heard that flights go quicker if you strike up a conversation with your fellow passenger".

The little girl, who had just opened her book, closed it slowly and said to the stranger, "What would you like to talk about?"

"Oh, I don't know", said the stranger. "How about nuclear power?" and he smiles.

"OK" she said. "That could be an interesting topic. But let me ask you a question first.

A horse, a cow, and a goat all eat the same stuff - grass. Yet a goat excretes little pellets, while a cow turns out a flat patty, and a horse produces clumps of dried grass. Why do you suppose that is?"

The stranger, visibly surprised by the little girl's intelligence, thinks about it and says, "Hmmm, I have no idea".

To which the little girl replies, "Do you really feel qualified to discuss nuclear power when you don't know s#!t?"

Why Spelling isn't Necessary

I cdnuolt blveiee taht I cluod aulacly uesdnatnrd waht I was rdgnieg. The phaonmneal pweor of the hmuan mnid aoccdnig to rscheearch at Cmabrigde Uinervtisy, it deosn't mttae in waht oredr the ltteers in a wrod are, the olny iprmoatnt tihng is taht the frist and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sitll raed it wouthit a porbelm. Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe.

Ten best things to say if you get caught sleeping at your desk

1. "They told me at the blood bank this might happen."
2. "This is just a 15 minute power nap like they raved about in that time management course you sent me to."
3. "Whew! Guess I left the top off the White Out. You probably got here just in time."
4. "I wasn't sleeping, I was meditating on the mission statement and envisioning a new paradigm."
5. "I was testing my keyboard for drool resistance."
6. "I was doing a highly specific Yoga exercise to relieve work-related stress. Do you discriminate against people who practice Yoga?"
7. "Why did you interrupt me? I had almost figured out a solution to our biggest problem."
8. "The coffee machine is broken."
9. "Someone must have put decaf in the wrong pot."
10. " .. in God's name, Amen."



Advertisement

Spyder Automobiles are proud to announce, that along with other quality products from: LN Engineering (Nickies cylinder and piston kits for Porsche and VW) and Wolf AEM engine management systems ETB Instruments are now available here in Australia, with the Digidash range of digital sports instruments and analog gauges.

Finally there is an affordable answer to high quality digital dash and/or data logging for road, custom, kit, race, off road and rally cars. These are a compact and versatile answer for the custom or kit car owner, club or serious competitor.

The range comprises of 3 levels, the Digidash2 lite, Digidash2 pro+, and the Digidash SS (steering wheel) **new model coming in January all current stock has sold out.**

All sensors required for the standard Digidash range are supplied in Dash kits. Optional feature sensors are available at additional cost. All thread adaptors for sensors are also available.

To complement the digital dash range there is an analog range of gauges, these can be ordered in a variety of colour combinations. Of course all sensors required, are available to suit each.

For enquiries please contact Mike Jacobson on 0407 399865, or email mike@spyderautomobiles.com.au

Digidash2 lite

For discerning Road users who demand more information and functionality than a traditional set of instruments can provide, ETB present the DigiDash2-LITE.

Combining all the usual gauge functions with a host of additional features in one compact and lightweight display, the DigiDash2-LITE encompasses cutting edge technology, accuracy and function without compromising on style.

A CNC machined, anodized aluminium case coupled with clear and easily readable digital displays, the DD2-LITE will enhance the cockpit of any vehicle.



The DD2-LITE - style, accuracy, and reliability without the cost or complexity of a full data logging system. Choice of Black (shown above) or Silver Anodized Casing is available.

Optional extras:

- Lap timing with up to 85 lap storage
- GPS Speed Camera Warning System & 1Hz GPS Lap timer
- User can update camera database by subscribing to PocketGPSWorld.com
- Infra-red Lap timing Pit-wall Beacon
- 5Hz GPS Receiver

Analog gauges also available from ETB instruments

A range of classic analog gauges including;

Electric and mechanical speedometers in 80mm and 100mm diameter

Electrical tachometers in 80mm and 100mm diameter and up to 14000 rpm

Water temperature gauges in 52mm diameter

Oil temperature gauges in 52mm diameter

Oil pressure gauges in 52mm diameter

Fuel level gauges in 52mm diameter

Volt meter gauges in 52mm diameter

Ammeter in 52mm diameter

Analog clock in 52mm diameter

Electrical turbo boost gauge in 52mm diameter

All of these are available in 4 face colours. Bezel colours are available in 3 different colours

Pointer needles are available in black, white and red (other colours on request)



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: