



APRIL 2012

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

Welcome to the March newsletter and remember the club will be meeting on Wednesday, the 18th of April, at the Mudgeeraba Showgrounds from 7.30pm (*Gold Coast UBD, Page 47, Q-13*).



.. Norwegian Mads Østberg wins the Vodafone Rally de Portugal (*his first WRC victory*)

GOLD COAST TWEED MOTORSPORTING CLUB (INC.)

2012 COMMITTEE

President:Peter Preston - 0412 487 329 (M)
Vice President:Jason Ruse
Secretary/Membership:TBA
Treasurer:TBA
Club Patron:Alan Jones MBE
Club Captain:Shaun Brown
Points Scorer: Tony Taylor
CAMS Delegate:Bruce Hodgson: 0408159 515
Club Equipment Trailer: Peter Preston (24 Hours Notice Please)
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.

Rally of Queensland Information Night – 28/04/2012



Competitor Information Session

Competitors are invited to the **Competitor's Information Session** for Rally Queensland at the BSCC Club Rooms, *Unit 16-23 Ashton Place, Banyo.*

Get up to speed with the latest information on this years event. More information = 's better preparation!!

The topics to be covered include;

- Event Time line
- Administration
- Scrutiny
- Management of Log Books
- Reconnaissance
- Refueling
- Flexi- Service
- Service Park
- Road Cards
- Plus more

*See you there!!!
Saturday, April 28 at
3pm*

Please contact Trevor Neumann on 0429 618 162
or rds.tn@bigpond.net.au for any further
information.



David And Geelan Clinch Classic Win In Quit Forest Rally Taken from Australian Rally Championship

Website – 15/04/2012 - Article Dated Wednesday, 04 April 2012 17:35

Jeff David and Grant Geelan have returned victorious from the Quit Forest Rally in Western Australia with a win in the Classic Rally Challenge.

The event kicked off with a tarmac super special stage on Friday night before heading out to get the gravel rally under way on Saturday morning. For David and Geelan this meant the start of another excellent battle with four-time Aussie Rally Champion Neal Bates and Coral Taylor in their mighty Toyota Celica RA40.

Pre-event testing had resulted in some suspension changes and adjustments which made a huge difference in their chase, providing excellent gains as they tackled the forest stages.

David and Geelan were within a few seconds of the champs throughout the morning before they decided to make a tyre change to better tackle the tricky surface. The theory was that the harder edges of the hard compound tyre would do a better job of biting in to the ball bearing like road surface. It didn't!

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This cost them some time, but Bates and Taylor were having troubles of their own. A mechanical failure in the evening which they were unable to repair before Sunday's stages put them out of the rally, leaving David and Geelan without a sparring partner up at the front.

They took the remainder of the rally at a steady, consistent pace, managed the gap behind them and went home with more experience, testing and a round win in the classics.



David was very pleased with the result; "We're really happy with the weekend and are looking forward to Queensland and the debut of the new car."

Geelan loved the support of the town and the crowds and was quick to commend the organisation of the event, particularly their choice to situate it on the main street of Nanup.

"The towns of Busselton and Nanup really gets behind it and there was a great crowd out on every stage. It's really special."

The boys will be back for the next round of the championship – the International Rally of Queensland on the 25th to the 27th of May.

Chris Atkinson next to his crashed car at Rally Mexico - taken from speedcafe website – 15/04/2012

Brake failure has seen Australia's Chris Atkinson crash out of the second leg of Rally Mexico. The Monster World Rally Team driver officially completed the 16th stage when the Ford Fiesta left the road at the completion of the 41.88km test. Heavy damage to his suspension means he is unable to drive back to midday service and will restart tomorrow under SupeRally regulations albeit down the order.

"The brakes completely failed on the straight into the last corner!" A disappointed Atko told Speedcafe.com.

"I tried pumping the brake pedal but they [brakes] never came back and we crashed hard at speed heading into a second gear corner over the flying finish.

"It's a disappointing position to be in because the speed was starting to come on this morning. We will restart tomorrow and give it massive push to try and set some competitive stage times"

A cruel blow for Atkinson on his return to the WRC after setting quick times in the morning, including a much improved sixth fastest on the previous test.

Atkinson was placed ninth in the event and with time penalties is expected to re-start placed no further than 10 places back.



Up front Frenchman Sebastien Loeb continues his stronghold on Rally Mexico extending his overnight lead to teammate Mikko Hirvonen by a further 17.3s this morning.

"Even yesterday I was pushing really hard but Sebastien [Loeb] was always two or three seconds quicker than me," Hirvonen told Speedcafe.com.

"I need to get a bit more experience in this car to be able to challenge him but now I have to make sure we get to the finish and get first and second place for Citroen."

It's been a topsy-turvy battle for third place between Ford teammates Jari-Matti Latvala and Petter Solberg with Solberg advancing to third on SS15 when Latvala picked up a puncture halfway through the test.

In flying Finn fashion Latvala hit right back on the following 41.88km Otates 2 test setting the quickest time and reclaiming the final podium spot from Solberg as crews headed to midday service in Leon.

Rounding out the top-5 is Norwegian speedster Mads Ostberg who continues to impress behind the wheel of his Adapta Ford.

"We want to improve our times over the next pass. We will make a few small changes to the car and try to fine-tune everything," commented Ostberg.

"We are getting there but there are still some things to improve on the car and I also have to make some changes to my driving style."

The fan favourite in the second Monster World Rally Team car, Ken Block, had an interesting day on the stages coming across brake issues similar to teammate Atkinson on SS16 but heads to Service 12th overall.

"This morning we actually ran my favourite and my least favourite stage, so that was pretty interesting!" Block told Speedcafe.com

"I think we did a good job considering our position on the road but for sure it wasn't perfect and we were a little ragged in places with a few little moments."

Current World Champion Sebastien Loeb went on to win the rally, 42 seconds ahead of Hirvonen in another DS3 and over two minutes in front of 3rd place Solberg in a Fiesta.

<http://www.speedcafe.com/2012/03/11/atkinson-crashes-at-rally-mexico/>

David's Ford Escort - David McNab



As teenagers we all have cars we love, some we even get to own, but due to life circumstances are unable to build into the car we really want. This 1970 Ford Escort Mk1 is one that club member David McNab now owns after owning a variety of Mk1's during his teen years. Midlife crisis or regression usually means a Harley or Ferrari (funds prevailing).

This car originally started life as an XL1300; little did it know what it would end up being 40 years on. It has now become a Replica RS2000 with a twist. The body has been altered to accommodate the Superlite 15" x 8 front and 15" x 10" rims fitted with Toyo R888 tyres on the rear, "Forest Arch" flares and painted Brilliant Red with black Mexico (but larger) style side panels.

Under the bonnet the original engine has grown from a 4 cylinder 1300 pushrod Kent, into a YB DOHC Ford Sierra Cosworth 16 valve 2 litre 13.5:1 compression with 202 RWHP on twin 48mm Webers. (At the time of this photo). The head has been ported and polished with 37mm intake and 33mm exhaust valves. Titanium PSI springs with Cosworth titanium retainers and valve covers have been installed, while a pair of Tighe Cams let the whole setup rev to 9000rpm. To help the engine gases escape better, a set of custom made equal length 1.7in dia. 4 into 1 headers run into a 3in system with 2 hi-

flow mufflers. The car competes in The Open Sprint Series at Lakeside that has a maximum 95Db noise level. The Output of the engine is handles by a Jim Barnes custom clutch, mounted on a 4.5kg lightweight flywheel. The engine is bolted to a Ford Sierra 5 speed T9 gearbox fitted with a Quaife Professional Heavy Duty close ratio gear kit.

Editors Blurb – Thomas Rosengreen

Has anyone else noticed that new cars with their u-bute electronic stability control (esc) systems, seem to be taking the fun out of driving and more so, making it almost dangerous for those who can actually steer a car. I brought a newish car recently; for those paying attention, I was looking for a cheap 2nd hand hot hatch last year. I was hoping for a Clio or a 206 Gti but budget constrains left me with something a bit cheaper, an 03 Barina Sri (although it broke down twice in the first two months).

While it doesn't have esc, it does have traction control which like a lot of new cars, can't be switched off (apart from pulling the fuse). It does work well occasionally; but as I found out soon after I brought it, you can't left foot brake; and if you do, it automatically cuts power to the engine, leaving you with your left foot on the brake and no power - which came as quite a rude and somewhat dangerous shock... I've never owned a car with esc but have driven several work vehicles with the new system fitted. I've found that driving one on a gravel road, it not only takes any fun out of the equation, it can be more trouble than it's worth. If you throw the car into a corner, it incorrectly thinks you've lost control and tries to straighten the car up - mid corner (braking different wheels etc.). The Australian Government announced on 23 June 2009 that esc would be compulsory from 1 November 2011 for all new passenger vehicles sold in Australia, and for all new vehicles from November 2013.

Don't get me wrong, for 95% of the population, it's a life saver; but for us purists who get a great deal of satisfaction from controlling a sliding car (in a safe environment of course) it's just a big pain in the you know what. It's probably also why the Federal Government is not in favor of defensive driving training these days (there is no real reference to driver training in it's Road Safety Strategy 2011-2020), they want the car to work out what corrective action to take, not the driver.....

Anyway, that's my ramblings for another month; hope to see you at the meetings or at the next event which hopefully won't be too far off.

YEAR 2012 PROPOSED EVENTS						
Description	Date	STATE	ORGANISER	EVENT	VENUE	COMMENTS
GCTMC General Meeting	18/01/2012	QLD	GCTMC	Meeting	Mudgeeraba Show Grounds	General Meeting
GCTMC AGM Meeting	15/02/2012	QLD	GCTMC	Meeting	Mudgeeraba Show Grounds	AGM Meeting
3rd Mar 2012 Qld Super Sprint Series	3-4/03/2012	QLD	WDSCC	Racing	Morgan Park	Round 1 "A"
Khanacross (postponed)	11/03/2012	QLD	GCTMC	Multiclub	Pimpama Track	Club Championship round #1
GCTMC General Meeting	21/03/2012	QLD	GCTMC	Meeting	Mudgeeraba Show Grounds	General Meeting
GCTMC General Meeting	18/04/2012	QLD	GCTMC	Meeting	Mudgeeraba Show Grounds	General Meeting
Khanacross	22/04/2012	QLD	GCTMC	Multiclub	Pimpama Track	Club Championship round #2
International Rally of Qld-IROQ	26-27/05/2011	QLD	BSCC	ARC#3 APC#3 QRC#1/2	Imbil and Sunshine Coast	ARC#3, APC#3, QRC#1&2
GCTMC General Meeting	16/05/2012	QLD	GCTMC	Meeting	Mudgeeraba Show Grounds	General Meeting
GCTMC General Meeting	20/06/2012	QLD	GCTMC	Meeting	Mudgeeraba Show Grounds	General Meeting
GCTMC General Meeting	18/07/2012	QLD	GCTMC	Meeting	Mudgeeraba Show Grounds	General Meeting
Gallangowan Rally	21/07/2012	QLD	BSCC	QRC#3	Gallangowan	QRC#3
2012 Khanacross	22/07/2012	QLD	GCTMC	Multiclub	Pimpama Track	Club Championship round #3
GCTMC General Meeting	15/08/2012	QLD	GCTMC	Meeting	Mudgeeraba Show Grounds	General Meeting
Border Ranges Rally	24-25/08/2012	NSW	GCTMC	QRC#4	Woodenbong and Urbenville	QRC#4 & Club Championship round #1
GCTMC General Meeting	19/09/2012	QLD	GCTMC	Meeting	Mudgeeraba Show Grounds	General Meeting
Cooyar Rally	29/09/2012	QLD	GCTMC	QRC#5	Cooyar	QRC#5
Khanacross	30/09/2012	QLD	GCTMC	Multiclub	Pimpama Track	Club Championship round #4
GCTMC General Meeting	17/10/2012	QLD	GCTMC	Meeting	Mudgeeraba Show Grounds	General Meeting
GCTMC General Meeting	21/11/2012	QLD	GCTMC	Meeting	Mudgeeraba Show Grounds	General meeting
Khanacross	25/11/2013	QLD	GCTMC	Multiclub	Pimpama Track	Club Championship round #5
GCTMC Xmas Party	19/12/2012	QLD	GCTMC	Social	Mudgeeraba Show Grounds	Social meeting

Funnies



06' Suzuki GSXR 1000

Fourways, Johannesburg

This bike is perfect! Only done 7000 kms and has had its 1500 km. dealer service. No falls/scratches. I use it as a cruiser/commuter. I'm selling it because it was purchased without proper consent of a loving wife. Apparently "do whatever the f--- you want" doesn't mean what I thought.

Call me, Steve. (011) 867-8292

EMAIL THE SELLER SELLER'S WEBSITE ADD PRINT CLOSE



Ancient Japanese Proverb



世に
 言は
 れる
 こと
 多し
 然し
 其の
 意を
 通さ
 ず

If you cannot understand Japanese,
tilt your head to the right.

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, 1 newsletter will be distributed per family membership.

All family members are asked to complete and sign a membership application form.

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