



OCTOBER 2011

The Official Newsletter of the

Gold Coast Tweed Motorsporting Club Inc.

Welcome to the October newsletter and remember the club will be meeting on Wednesday, the 19th of October, at the Mudgeeraba Showgrounds from 7.00pm (*Gold Coast UBD, Page 47, Q-13*).
This month is a social event with BBQ and drinks (non-alcoholic) available.



Jason Walk - outright winner of Khanacross 3 – 25 September 2011

GOLD COAST TWEED MOTORSPORTING CLUB (INC.)

2011 COMMITTEE

President:Peter Preston - 0412 487 329 (M)
Vice President:Jason Ruse
Secretary/Membership:Bob Bowden
Treasurer:Simon Petty
Club Patron:Alan Jones MBE
Club Captain:Tony Taylor
Points Scorer: Matt Linning & Lynne Taylor
CAMS Delegate:Bruce Hodgson: 0408159 515
Club Equipment Trailer: Peter Preston (24 Hours Notice Please)
Club Historian:Mick Bruce
Web Site Editors:.....Denis Baker & Shaun Brown
Newsletter:Thomas Rosengreen (trosengreen@goldcoast.qld.gov.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.

Khanacross #3 – 25 September 2011

The third GCTMC Khanacross was held late last month with 16 entrants turning up for the event. There were some new faces and vehicles with everyone getting their moneys worth with a total of 9 stages held. Well done to Tony Taylor for his hard work throughout the day getting in so many runs considering the start was delayed due to some early morning rain (which also made the first couple of runs quite interesting). By afternoon though, the track had dried out to such an extent that some cars were actually leaving rubber off the start line.



Rob in the RX-7 scared the four wheel drives early with some blistering times

It was good to see some new members at the event with Bobby, Raj and Indi taking the fairly tough looking (although yellow) Datsun Stanza for its first blast around the Pimpima circuit. It was also good

to see club secretary Bob Bowden taking to the dirt in the Datsun (or is it a Nissan?) Bluebird; giving the relative safety of a bitumen surface a break and hitting the real stuff.....



Troy's green wheels didn't seem to help the Evo VI to a victory, ultimately finishing 4th overall. Hopefully we will see the Mitsubishi again at future GCTMC events.

Rob in the turbo RX-7 surprised many by jumping out of the blocks and taking the first two stages ahead of the four wheel drive competitors; it wasn't to last however as he overran the garage, then failed to stop the car completely, earning him a WD and ending any chance of outright victory. Troy Moffit in the Evo VI seemed to learn the track quickly, setting the fastest time on the penultimate stage; unfortunately he got a bit friendly

with several cones throughout the day but did end in a respectable 4th outright. Matt Linning in the Ford Escort wasn't far behind, finishing just 5 seconds behind Troy's Evo and taking Class C, all the while giving everyone an earful of his new motor, which did sound great I must add.... Ron King was

back in the Datsun 1600 showing his usual good form and winning Class D, which wasn't hard as he was the only one in the class; which promoted him to Class E (I think), which only had Rob in the RX-7, which meant that they both were promoted into the four wheel drive class, maybe??? Anyway, Connor Oldham was the quickest of the juniors managing to keep the Honda on all four wheels, and not on fire (ask Darcy) to beat



Indi in the Stanza did well for his first time out on gravel slowly building confidence all day which could be seen in the times.

out new comer Indy in the Stanza. Indi's times improved considerably from start to finish and I'm sure he will improve even more with some practice.

All this left the top three spots open to Darren and Ron in WRX's, and myself in the GT-4... Darren had a slow start but quickly found pace winning five of the last seven stages and taking outright victory, just 2 seconds ahead of Ron, with the Celica a mere few more seconds further behind.

I'm sure I speak for all competitors with a massive thanks to everyone who helped organize and run the event and also to those who stuck around and to help clean up and pack everything into the trailer.



Ron King slides the Datsun 1600 into 8th place outright.

Hopefully the Club will squeeze one more khanacross in before the end of the year.

It was also a bonus having Steve Fitchett there who's an actual professional photographer, taking some great shots which can be viewed and purchased on the web at

http://www.fitchimages.com/album_rally/.

As usual, all of my photos can be found on the GCTMC Facebook page. If you have any shots from the day you would like to share, flick them to me in an email or, I can easily allow you to be set up as an administrator on our Facebook page so you can upload them yourself....



Matt Linning in the Escort finished an impressive 5th outright and showing some temporary repair work from his recent brush with the scenery at Rally Australia

Tanah Kita Khanacross 24/09/2011

Position	Car No.	Name	Class	Bike	Stage Times												Total (sec.)	Total Diff																					
					Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6				Stage 7		Stage 8		Stage 9																
					Diff from 1st	Pos.	Diff from 1st	Pos.	Diff from 1st	Pos.	Diff from 1st	Pos.	Diff from 1st	Pos.	Diff from 1st	Pos.			Diff from 1st	Pos.	Diff from 1st	Pos.	Diff from 1st	Pos.	Diff from 1st	Pos.													
1	16	Darren Walk	F	Subaru WRX	62.1	2.3	3	58.4	0.2	3	56.8	0.0	1	2	57.3	0.0	1	2	59.7	1.1	3	56.6	0.0	1	54.5	0.0	1	57.5	2.8	7	1	47.9	0.0	1	510.7	0.0			
2	5	Ron Van Opstal	F	Subaru WRX	62.2	2.3	4	58.4	0.2	2	58.3	1.4	3	4	58.0	0.8	2	3	58.8	0.2	2	3	57.2	0.7	2	3	57.4	3.0	4	3	54.9	0.2	2	48.0	0.1	2	513.2	2.4	
3	13	Thomas Rosengreen	F	Cellia GT-4	61.0	1.1	2	58.7	0.5	4	58.7	1.8	5	3	58.8	1.5	4	4	58.6	0.0	1	4	58.2	1.6	5	4	56.5	2.0	3	4	56.2	1.4	4	3	49.5	1.6	3	516.0	5.3
4	2	Troy Moffit	B	Lancer EVO IV	65.7	5.8	7	61.8	3.6	6	58.7	1.8	4	6	66.4	9.2	8	5	60.8	2.2	5	6	57.8	1.3	4	5	55.8	1.3	2	5	54.7	0.0	1	4	53.2	5.2	5	534.8	24.1
5	14	Matt Linning	C	Ford Escort	64.1	4.3	6	60.8	2.7	5	60.1	3.2	6	5	68.9	11.6	11	7	61.2	2.6	6	6	59.5	2.9	6	6	57.9	3.5	7	6	57.2	2.5	5	6	52.2	4.2	4	541.7	31.0
6	3	Roger Williams	B	Toyota Corolla	67.3	7.4	8	63.7	5.5	9	61.3	4.5	8	8	62.4	5.1	6	8	66.0	7.4	8	8	61.7	5.1	7	7	62.3	7.9	8	7	61.2	6.5	8	7	55.9	8.0	7	561.8	51.0
7	4	Rob D'ercolle	E	Mazda RX-7	59.8	0.0	1	58.2	0.0	1	58.2	1.3	2	1	58.0	0.8	3	1	60.6	2.0	4	2	57.5	0.9	3	2	57.6	3.1	5	2	84.7	29.9	16	6	70.7	22.8	16	565.2	54.5
8	11	Ron King	D	Datsun 1600	64.0	4.1	5	62.0	3.8	7	64.7	7.8	9	7	81.6	24.4	16	10	64.7	6.1	7	10	62.0	5.5	8	10	57.8	3.3	6	9	56.0	1.3	3	9	53.2	5.2	6	565.9	55.2
9	8	Linda Walk	F	Subaru WRX	68.1	8.3	9	63.4	5.2	8	61.3	4.4	7	9	60.5	3.3	5	6	66.9	8.3	10	7	62.7	6.2	9	8	67.9	13.5	12	8	57.5	2.8	6	8	62.9	15.0	13	571.2	60.5
10	7	Bob Bowden	C	Nissan Bluebird	71.5	11.7	10	67.5	9.3	11	64.8	8.0	10	10	64.8	7.6	7	9	66.5	7.9	9	9	63.8	7.2	10	9	62.9	8.5	9	10	62.5	7.8	10	10	59.4	11.5	10	583.7	72.9
11	1	Darcy Oldham	A	Honda Civic	71.6	11.8	11	66.0	7.8	10	71.0	14.2	13	11	66.6	9.3	9	11	69.2	10.6	11	11	65.6	9.0	11	11	71.8	17.3	14	11	61.9	7.2	9	11	57.5	9.5	9	601.1	90.4
12	10	Bobby Singh Birdi	C	Datsun Stanza	75.1	15.3	12	72.5	14.4	14	69.6	12.8	11	12	68.3	11.1	10	12	70.9	12.3	12	12	67.5	10.9	12	12	64.8	10.4	10	12	64.3	9.6	11	12	57.0	9.1	8	610.1	98.3
13	6	Raj Singh	C	Datsun Stanza	80.3	20.4	15	72.3	14.2	13	79.0	22.2	15	16	70.2	12.9	12	16	71.5	12.9	13	16	67.9	11.3	13	16	65.9	11.4	11	14	66.1	11.3	12	13	59.5	11.6	11	632.6	121.9
14	9	Connor Oldham	J	Honda Civic	77.2	17.4	14	70.1	12.0	12	70.7	13.8	12	13	71.6	14.4	14	13	71.8	13.2	14	13	72.0	15.4	14	13	70.2	15.7	13	13	73.7	19.0	13	14	62.1	14.1	12	639.3	128.6
15	12	Tony Taylor	B	Toyota Celica	75.4	15.5	13	72.7	14.6	15	74.8	17.9	14	14	70.6	13.4	13	14	74.0	15.4	15	14	72.9	16.4	15	14	71.9	17.4	15	16	79.7	24.9	15	16	63.8	15.8	14	655.7	145.0
16	15	Indi Singh Birdi	J	Datsun Stanza	113.9	54.0	16	101.4	43.2	16	90.8	34.0	16	16	80.1	22.8	15	16	83.3	24.7	16	16	84.5	27.9	16	16	80.2	25.8	16	16	77.3	22.6	14	16	70.6	22.7	15	782.0	271.3

Cars for Sale – I've been looking for a hot hatch to take me to work even though I can't really afford one, I have narrowed down my choices to something a bit different; and French.... What do you reckon? Cars taken from <http://www.carpaint.com.au/>



2004 Renault Clio Sport - \$12,000 – 77,000km - QLD

Car comes with 17in alloys,+ 5 original 15in Renault alloys. All centre caps supplied Both sets have less than half worn tyres (approx).

Registered till August 2012. Car has been well looked after, inside and out. Rear hubs which include brake rotors and wheel bearings, just replaced.

Cambelt was replaced at 63,000km on 04/02/2011. Car has been regularly serviced as per log book. last service was at 72,106km



2004 Renault Clio Sport - \$10,999 – 110,00km - NSW

Pictures speak for itself, This very loved Clio always looked after extremely well. 2 Original keys. 6cd stacker. Log books full service history with every single receipt kept with all ownerships. The major service timing belt , Water pump brakes, injectors, fluids etc all done with receipts. Just recently done brakes machined disks and new brake pads. Even wheel alignment and tyre balance done. Always used genuine Renault parts and Elf fluids. Also always BP fuel %98 high octaine used.

Has 182 Cup pack; wheels, shocks, suspentions, the hubs and the abs.... Very sad to see it go but i need a 4 door car.

Absolutely nothing is wrong with the car and there is nothing to spend.

Never been in any accidents and no faults. Good tyres, good battery, long rego and i have the radio code too due to new battery replacement. Very clean and very reliable car. Im very confident, never had any problems and im a mature older owner so always treated with love... Any inspections are welcome, price negotiable.....



2004 Renault Clio Sport - \$9,900 – 105,00km - NSW

One of the best Clio Sports on the market:

- [*] Relatively LOW kms [*] Sports exhaust
- [*] Paint is excellent, unfaded with no significant imperfections
- [*] Interior is good with the leather/suede seats in great condition
- [*] All electronics working perfectly [*] Never been in an accident
- [*] Always garaged [*] Buyer will receive two sets of keys

History:

- [*] MOST COMPREHENSIVE SERVICE HISTORY - receipts/documents of all work done to the car
- [*] Predominantly serviced at Collier's Automotive Services, who specialise in Renaults, Citroens and Peugeotts
- [*] RECENTLY SERVICED on 01/09/2011 at 105,389kms
- [*] Tyres replaced on 20/03/2011 - running on Continental Contact-1s 195/50/15, arguably one of the best brands of tyres
- [*] Major service completed with timing belt, clutch replaced on

5/11/10

Additional info:

- [*] 0-60mph of approx. 7s
- [*] Luxuries include automatic xenon lights, leather/suede interior, 6 stack cd player, automatic rain sensing wipers, electronic controls on steering wheel
- [*] 2003 model comes with ESP (Electronic Stability Program)



2004 Peugeot 206 GTI - \$11,990 – 39,000km – QLD

THIS IS ONE OUT OF THE BOX.
STUNNING LOW KILOMETRE EXAMPLE OF PEUGEOTS SPORTY LITTLE HATCH.
THIS CAR IS PRISTINE IN EVERY WAY AND AN INSPECTION WILL NOT DISSAPOINT.
WE ARE A GENUINE WHOLESALE CLEARANCE CNETRE OF A MAJOR FRANCHISE GROUP FIVE MINUTES NORTH OF BRISBANES CBD, WE CAN ARRANGE FINANCE, FREIGHT AND VEHICLE TRADES AUSTRALIA WIDE.



2004 Peugeot 206 GTi 180 - \$9,950 – 144,000km - NSW

This little 2004 GTi 180 is a rocket! The alloys, the tyres, the paint & the overall feel of this superb little hatch are in excellent condition. Even though it's currently registered in QLD the car is here with us in NSW & can be changed to our rego very easily. The Thule roof racks & CD stacker were further options & this car has had a timing belt changed & has a very nice dealer service history from new. Located minutes from Sydney airport our unique "one stop car shop" has an indoor showroom, 2 mechanics, detailers, trimmers & a finance broker. Your car can come with an extended warranty, a 109-point vehicle inspection at no charge & our web site has loads of photos, videos & we are open every day of the week. Interstate buyers are very welcome, we only buy trade ins from new car dealers & have been an MTA member for almost 20 years.



2001 Peugeot 206 GTi - \$6,999 – 137,000km - NSW

2001 Peugeot 206 GTi... Rego expiry July 2012! This well maintained vehicle comes equipped with 16" alloys, rain sensor, rear spoiler, fog lights, cd player, air con and power steering/windows/mirrors. Any inspection welcome. SYDNEYS LARGEST RETAILER OF SELECTED PRE OWNED BMWs AND LATE MODEL EUROPEAN MAKES UP TO 100 QUALITY PRE OWNED VEHICLES IN STOCK WE WELCOME ALL MECHANICAL AND INDEPENDENT INSPECTIONS WE HAVE ACCESS TO THE NATIONWIDE DEALER NETWORK. WE OFFER FULL COMPREHENSIVE TAILORED FINANCIAL PACKAGES TO SUITE YOUR PERSONAL AND BUSINESS NEEDS ASK ABOUT OUR EXTENDED WARRANTIES Interstate Transport available.



2003 Peugeot 206 GTi - \$9,999 – 59,000km - VIC

No mechanical or electrical faults. *Accident Free. *No hailstone/golf ball dents, just little small dents and light scratches. *Intermediate Service @ AutoParis just done in early August, includes gear box oil change.
*Clean interior, no pets, rarely carry passengers at the back. *I don't smoke, no smells, Goodyear Eagle F1 GS-D3 all round, only travelled 8-9k's on them. Tyres still have plenty of life in them, in excellent condition and covered under warranty. Fitted K&N air filter, never have to use Peugeot's disposable air filter. Fitted Bosch. Fitted Bosch Platinum Plus Spark Plugs. *Brembo Max Discs & Ferodo DS Performance Pads newly fitted! Brand new! Fed with BP Ultimate, nothing less. Never skimped on parts, only quality parts on this GTI. Drivers who know what they are after will love this car. Comes with service receipts, log book, rwc.
*Leaving for overseas. I have some car tools, equipment (not included in price) if it interest you. All must go!

Editors Blurb – Thomas Rosengreen

I knew it; as soon as I have a whinge about the current World Rally Championship being boring, it turns out to be one of the best championships in years. I must also say after reading Ron's excellent article of Rally Finland last month and hearing the stories of Rally Australia at the last club meeting from Peter and Matt, I have found some newfound interest in the current formula. It also seems like this year's power stages have done what they were intended to (and an unprecedented run of bad fortune for Loeb), bringing the 2011 championship down to the wire with Loeb and Hirvonen equal on 196 points with Ogier only 3 points behind in 3rd. With only 2 rallies to go, it is definitely the closest one in many, many years.

Unfortunately, the 2011 Formula One season has been terribly one sided with that Sebastian Vettel guy easily wrapping up the championship a couple of rounds ago at the Japanese Grand Prix... It was all but a formality with Vettel only needing one point at the race which he easily achieved finishing 3rd behind winner Button. Webber has had a fairly ordinary season in what is considered the fastest team in 2011, easily outpaced by his teammate at every race this year (sorry, he finished 1 place ahead of Vettel in Germany). At least he will have one more shot at the title next year; back in a Red Bull for 2012. Hopefully, Australian Daniel Ricardo will be in a more competitive car next year (which wouldn't be hard) and reach the pointy end a bit quicker than Mark managed to.

It was a terrible end to the 2011 IndyCar season with a horrific crash at the final race of the season in Las Vegas. 33 year old English driver Dan Wheldon died after the multi car crash which also ended Australian Will Power's hopes of the 2011 championship. Wheldon, who was due to race at this weekends Gold Coast 600 as James Courtney's co-driver leaves behind wife Susie and two young sons Sebastien and Oliver. I have included a story of the accident from Queensland's Courier Mail below.

ENGLISH driver Dan Wheldon has died after being involved horror multi-car crash in the IndyCar championship Las Vegas season finale

Story taken directly from The Courier Mail – 17-10-2011 - <http://www.couriermail.com.au/sport/dan-wheldon-killed-in-indycar-crash-in-las-vegas/story-e6frep5o-1226168206217>

Indycar officials confirmed Wheldon's death from "unsurvivable injuries" more than two hours after his car was sent sailing through the air in a fiery wreck that involved 15 of the 34 cars in the race.

Wheldon was scheduled to drive a Holden in this weekend's Gold Coast 600 V8 Supercars race at Surfers Paradise.



Wheldon, the 33-year-old winner of the Indianapolis 500 in May, was airlifted to hospital following the crash just 12 laps into the 300 mile (483km) race which caused the event to be abandoned.

"IndyCar is very sad to announce that Dan Wheldon has passed away from un-survivable injuries," IndyCar CEO Randy Bernard said.

"Our thoughts and prayers are with his family today. IndyCar, its drivers and owners, have decided to end the race."

The crash also ended Australian Will Power's hopes of winning the IndyCar championship. Power's No.12 Penske Racing car was also wrecked in the pile-up which left stricken vehicles and debris all over the Las Vegas Motor Speedway.

While the Australian appeared okay after the crash he was eventually taken to the nearby University Medical Centre complaining of lower-back pain.

Wheldon was scheduled to race in this weekend's Gold Coast 600 V8 Supercar event as reigning driver's champion James Courtney's co-driver.

The Holden Racing Team ace was one of many to use social network Twitter to express their shock at the two-time Indy 500 winner's death.

"RIP Dan. My thoughts and love to Susie, Seb, Oliver, Clive, Sue and the whole Wheldon family at this tragic time," Courtney tweeted.

Wheldon, the 2005 IndyCar champion, is the first driver to die in IndyCars since Paul Dana's fatal accident during practice at the Miami event in March, 2006.

Australian driver Ryan Briscoe said the sight of burning cars spinning on the track and sailing through the air was unlike anything he'd ever seen.

"The debris we all had to drive through the lap later, it looked like a war scene from Terminator or something. I mean, there were just pieces of metal and car on fire in the middle of the track with no car attached to it and just debris everywhere."

It's unsure at this stage whether Power's injury would prevent him competing in the Gold Coast 600 where he is partnering Ford Performance Racing's Mark Winterbottom for the second straight year.

The race abandonment means Scotsman Dario Franchitti retains the world title as he led by 18 points from Power going into the event.

It is Franchitti's fourth crown and third in succession.

The accident was the second year in a row Power's season ended in a crash in the final race as he chased a title after he clipped a wall in last year's finale when he was leading the championship.

The accident highlighted drivers' fears the Las Vegas motor speedway was unsuitable for a large IndyCar field, with pole-sitter Tony Kanaan labelling it a "potential for disaster".

Franchitti and several other drivers also criticised the decision to run such a big field on the narrow Las Vegas circuit in the aftermath of the crash.

"You always worry about that at these speeds on a mile and a half (oval)," Power's team owner Roger Penske told ESPN.

Australian appeared OK after the crash he was eventually taken to the nearby University Medical Centre complaining of lower-back pain.

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The accident highlighted drivers' fears the Las Vegas motor speedway was unsuitable for a large IndyCar field, with pole-sitter Tony Kanaan labelling it a "potential for disaster".

"You always worry about that at these speeds on a mile and a half (oval)," Power's team owner Roger Penske told ESPN.






"Fortunately as far as I know all the drivers are okay. We go on to next year with Will but just so unfortunate to have him knocked out (of the title race)."

2010 FIA WRC Start Dates

1.  Rally Sweden — 12/02/2011 (1st — Mikko Hirvonen — Ford Fiesta RS)
2.  Rally Mexico — 03/03/2011 (1st — Sebastien Loeb — Citroen DS3)
3.  Rally de Portugal — 24/03/2011 (1st — Sébastien Ogier — Citroen DS3)
4.  Jordan Rally — 14/04/2011 (1st — Sébastien Ogier — Citroen DS3)
5.  Rally Sardegna — 05/05/2011 (1st — Sebastien Loeb — Citroen DS3)
6.  Rally Argentina — 26/05/2011 (1st — Sebastien Loeb — Citroen DS3)
7.  Acropolis Rally — 16/06/2011 (1st — Sébastien Ogier — Citroen DS3)
8.  Rally Finland — 28/07/2011 (Sebastien Loeb — Citroen DS3)
9.  Rally Deutschland — 20/08/2011 (1st — Sebastien Loeb — Citroen DS3)
10.  Rally Australia — 08/09/2011 (1st — Mikko Hirvonen — Ford Fiesta RS)
11.  Rally de Espana — 22/10/2011
12.  Rally of Great Britain — 11/11/2011













Points: 1st Loeb 196 - 2nd Hirvonen 196 - 3rd Ogier 193 - 4th Latvala 131 - 5th P Solberg 110

2010 ARC Start Dates

1.  Quit Forest Rally (WA) — 15/04/2011 (1st — Ryan Smart — Toyota Corolla)
2.  International Rally (QLD) — 13/05/2011 (1st — Ryan Smart — Toyota Corolla)
3.  Scouts Rally SA — 30/07/2011 (1st — Justin Dowel — Lancer EVO IX)
4.  Rally Australia (NSW) — 08/09/2011 (1st — Steven Shephard — Lancer EVO X)
5.  Rally Victoria — 12/11/2011

Points: 1st Smart 251 - 2nd Dowel 127 - 3rd M Pedder 187 - 4th Shephard 162 - 5th Evans 140

2010 FIA F1 Dates

1.  Australian Grand Prix (Melbourne) — 27/03/2011 (1st — Sebastian Vettel — Red Bull-Renault)
2.  Malaysian Grand Prix (Kuala Lumpur) — 10/04/2011 (1st — Sebastian Vettel — Red Bull-Renault)
3.  Chinese Grand Prix (Shanghai) — 17/04/2011 (1st — Lewis Hamilton — McLaren-Mercedes)
4.  Turkish Grand Prix (Istanbul) — 08/05/2011 (1st — Sebastian Vettel — Red Bull-Renault)
5.  Spanish Grand Prix, (Catalunya) — 22/05/2011 (1st — Sebastian Vettel — Red Bull-Renault)
6.  Monaco Grand Prix (Monte Carlo) — 29/05/2011 (1st — Sebastian Vettel — Red Bull-Renault)
7.  Canadian Grand Prix (Montreal) — 12/06/2011 (1st — Jenson Button — McLaren-Mercedes)
8.  European Grand Prix (Valencia, Spain) — 26/06/2011 (1st — Sebastian Vettel — Red Bull-Renault)
9.  British Grand Prix (Silverstone) — 10/07/2011 (1st — Fernando Alonso — Ferrari)
10.  German Grand Prix, (Hockenheim) — 24/07/2011 (1st — Lewis Hamilton — McLaren-Mercedes)
11.  Hungarian Grand Prix, (Budapest) — 31/07/2011 (1st — Jenson Button — McLaren-Mercedes)
12.  Belgian Grand Prix, (Spa-Francorchamps) — 29/08/2011 (1st — Sebastian Vettel — Red Bull-Renault)
13.  Italian Grand Prix, (Monza) — 11/09/2011 (1st — Sebastian Vettel — Red Bull-Renault)
14.  Singapore Grand Prix, (Singapore) — 25/09/2011 (1st — Sebastian Vettel — Red Bull-Renault)
15.  Japanese Grand Prix, (Suzuka) — 09/10/2011 (1st — Jenson Button — McLaren-Mercedes)
16.  Korean Grand Prix, (Yeongam) — 16/10/2011 (1st — Sebastian Vettel — Red Bull-Renault)
17.  Indian Grand Prix, (Greater Noida) — 30/10/2011
18.  Abu Dhabi Grand Prix, (Yas Marina) — 13/11/2011
19.  Brazilian Grand Prix, (Sao Paulo) — 27/11/2011

Points: 1st Vettel 349 - 2nd Button 222 - 3rd Alonso 212 - 4th Webber 209 - 5th Hamilton 196

For Sale

A piece of history. Selling for a friend a limited edition print off an original by Gerald Coulson called "Some Rookie"

It shows Nigel Mansell in an Indy Car in 1993, his first year in that series which he won after switching from F1 where he became World Champ in

1992 after 12 years of trying. Looking for \$450 for this collectors item. Print is 60cm x 36cm in a frame 90cm x 66cm.

Please tell any friends who may be interested.

Enquires to Bob Bowden 0417759585



Funnies

THE PEPPER CURE

A man and a woman were sitting beside each other in the first class section of a plane. The woman sneezed, took out a tissue, gently wiped her nose and then shuddered quite violently for 10 or 15 seconds. The man went back to his reading.

A few minutes later, the woman sneezed again, took a tissue, gently wiped her nose and shuddered quite violently as before. The man was becoming more and more curious about the shuddering.

A few more minutes passed and the woman sneezed one more time. Again she took a tissue, gently wiped her nose and shuddered violently. The man couldn't restrain his curiosity.

He turned to the woman and said, "You've sneezed three times, wiped your nose with a tissue, then shuddered violently! Are you all right?" "I'm sorry if I disturbed you," the woman replied, "I have a rare condition; when I sneeze, I have an orgasm."

The man was a little embarrassed but even more curious and said, "I've never heard of that before. What are you taking for it?"

The woman looked at him and said, "Pepper."

ROMANCE MATHEMATICS

Smart man + smart woman = romance

Smart man + dumb woman = affair

Dumb man + smart woman = marriage

Dumb man + dumb woman = pregnancy

OFFICE ARITHMETIC

Smart boss + smart employee = profit

Smart boss + dumb employee = production

Dumb boss + smart employee = promotion

Dumb boss + dumb employee = overtime

SHOPPING MATH

A man will pay \$2 for a \$1 item he needs.

A woman will pay \$1 for a \$2 item that she doesn't need.

GENERAL EQUATIONS & STATISTICS

A woman worries about the future until she gets a husband.

A man never worries about the future until he gets a wife.

A successful man is one who makes more money than his wife can spend.

A successful woman is one who can find such a man.

HAPPINESS

To be happy with a man, you must understand him a lot and love him a little.

To be happy with a woman, you must love her a lot and not try to understand her at all.

A man inserted an advertisement in the classified:

"Wife Wanted." The next day he received a hundred letters.

They all said the same thing: "You can have mine."

Why do men die before their wives? They want to.

LONGEVITY

Married men live longer than single men do, but married men are a lot more willing to die.

PROPENSITY TO CHANGE

A woman marries a man expecting he will change, but he doesn't.

A man marries a woman expecting that she won't change, and she does.

DISCUSSION TECHNIQUE

A woman has the last word in any argument.

Anything a man says after that is the beginning of a new argument.

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: