



DECEMBER 2010

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

Welcome to the December newsletter and remember the club will be meeting on Wednesday, the 15th of December, at 70 Mudgeeraba Rd from 6.30pm (see map on back).



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.

Chris Atkinson to compete in 2011 WRC – <http://www.rallysportmag.com.au/home> - 08/12/2010

Proton Motorsports will start its 2011 programme of events with next month's Monte Carlo Rally, where regular driver Chris Atkinson will be joined by P-G Andersson.

Two-time FIA Junior World Rally Champion Andersson (Sweden) brings plenty of experience to the PROTON Motorsports, having previously driven for the Suzuki and Ford World Rally Teams.

While confirming its drivers for the January 19-22 Intercontinental Rally Challenge opener, PROTON can also confirm it will contest 10 rounds of the International Rally Challenge (IRC) and the full FIA Asia-Pacific Rally Championship (APRC) with the Satria Neo S2000.

In addition to Atkinson and Andersson, Scotsman Alister McRae will remain with the Malaysian manufacturer for next season, contesting the APRC series and selected rounds of the IRC.

For now though, all eyes are on the French Alps and the forthcoming Monte Carlo Rally. Next year's rally will be one of the most eagerly anticipated events in the motorsporting calendar as the world's

oldest rally celebrates its centenary year. First run in 1911, the 2011 itinerary poses a considerably tougher challenge than it did 100 years ago.

Starting from Valence, in the heart of the Ardeche region, next month's event will take crews through the stages which have built the legend of this rally down the years. And, just when the competitors think the event can't get any tougher, they arrive at the overnight final loop which takes them over the classic Col de Turini - a stretch of road which has caused more than its fair share of upset, intrigue and delight in equal measure. And it's before the passionate and frenzied fans on top of the Turini that PROTON aims to deliver its first result of the season.

PROTON is already building new Satria Neo S2000s for next season, with the test car already heading south for the Alps to start testing with Atkinson and Andersson early next week.

The Monte Carlo Rally is nothing new to both PROTON's drivers, with Australian Atkinson arriving in the principality with three starts and three finishes on an event that's rated among the most difficult in the world. Atkinson has never finished outside the top six and collected a FIA World Rally Championship podium last time out in 2008.



It will be great to see the spectacular Chris Atkinson back in the WRC driving for Proton in the Monte Carlo Rally.

Andersson has also contested the rally three times, taking a strong eighth place on the 2008 event.

Chris Atkinson said: *"Starting the season with the Monte is awesome. As a rally driver, this is the traditional place where we always start our year. I've always gone well on the event, but it is really tough. Running high in the Alps in January, you never know what's really coming around the next corner: it could be dry asphalt, wet asphalt, snow or ice. It's a massive challenge for the team and the driver, with one of the most important aspects being to get the tyres right. I'm looking forward to continuing my strong record there with PROTON. As for the rest of the year, it's great to have everything sorted out with a really forward-looking team like PROTON. There was definitely a feeling of leaving some unfinished business in the APRC last season, so we'll be back bigger, better and stronger on some of the hottest and toughest rallies in the world next year."*

Editors Blurb – Thomas Rosengreen

Again, the rain has conspired against us to ruin any chance of the Khanacross which was to be held last weekend. It's a shame as it would have made the Club Championship a bit more interesting with only 3 point scoring events held this year due to the cancelation of a couple of Khanacrosses and also the Border Ranges Rally. Congratulations to Tony Taylor as it looks like he is the Club Champion for 2010; Tony definitely deserves the win with all his hard work throughout the year (+ he drives a Celica).

Following on from Ron King's and Shaun Brown's thoughts on the future of Australian Rallying in past articles this year, I thought I would include a piece of writing found online which has been written by Ryan Lahiff regarding Australian Rallying.

I'll keep it short again this month but I hope everyone has enjoyed this years Pitstop magazines that I've thrown together. I'll sign off for the year by wishing all club members and their families a happy and safe festive season.

Tanah Kita Khanacross 4 Cancelled

As you all probably know by now, the last GCTMC Khanacross for 2010 scheduled for the 12th of December was cancelled. Unfortunately, the recent wet weather again made the track unsuitable for the event. This event will hopefully be rescheduled for early 2011. Keep an eye on the website!

Future of Australian Rally Championship – Written by Ryan Lahiff – <http://www.rallysportmag.com.au>

Australian Rally Championship photographer, Ryan Lahiff, gives his take on the current state of the national championship, and what he believes could be done to revive it.

Last weekend, as the curtain closed on another championship season at Australia's top level of rallying, you can't help but wonder what will possibly happen next, and not in a good way either.

Without the support of the Victorian Rally Championship and the bumper crop of Hyundai Excel series competitors, it would have been a very dire weekend for the ARC.

But not all is lost, the ARC can still reclaim its position at the top, it just feels like it needs a damn good push in the right direction. The only problem is the people doing the pushing (CAMS, ARCom et al) don't really seem to grasp which way to shove right now.

Let's face it, for a long time we were spoilt! Not too many national championships can boast manufacturer entries from major multi-national vehicle manufacturers the likes of Toyota, Subaru, Mitsubishi and Ford over the years, and for a while we had them all.

So it's only natural that manufacturer interests will wane, the quality of competitors will fall away, and entry lists will reduce. Motorsport is cyclical, it has its ups and downs. And whilst it's always easy to

point to the glory days and say it should always be like that, the reality is that is not sustainable.

So what is sustainable and which direction should the sport be going in? The simple answer I think is backwards, and at first that seems a drastic statement, but bear with me and see if the logic plays out.

Some facts though, to lay the ground work. Rallying is expensive, but all forms of



Spectators have loved the sight & sound of Eli Evans' Honda Civic.

motorsport are these days. Should we therefore be throwing everything and the kitchen sink at doing skids in the dirt or have we collectively set the bar too far out of reach in the desperate hope of mirroring the exploits of teams and drivers on the WRC stage?

In the past this wasn't so hard, the cars in the WRC were accessible, the technology was simple, and we cheered when the likes of Ross Dunkerton, Ed Ordynski, Possum Bourne and Neal Bates took it up to the best in the world. But times have changed, technology has spiralled out of reach and costs have blown the roof off.

Nowadays, even our best local drivers would struggle against those competing in the PWRC, not from an ability or talent stand point, but purely from a financial one.

Look at Simon Evans. No question the concrete layer from Pakenham has the skills to finesse a car at speed with the best of the them. Hell, he's probably better, but without the literal cement truck brimming with cash needed to even crack a start in the IRC, let alone the WRC, you kind of wonder what the point is.

So while we've crossed our fingers and hoped the likes of Chris Atkinson in recent years, and now Brendan Reeves and Molly Taylor, will be able to break it long term onto the WRC stages, the reality is maybe that's an ambition way past our collective hopes and dreams.

Let me ramble on further then. The greatest addition to the ARC this year has been the historic class running at the head of the field. Mind you, I wasn't born when half of these cars were running the first time, so imagine my surprise when I marvelled at Jack Monkhouse launching a near 40 year old

Datsun higher than the ARC front runners at the Rally SA. Or Will Orders power sliding his buzzing RX7 even more sideways than the current Group N cars will allow at the super special at Rally Qld.

Maybe the phrase what's old is new again applies more than we can even imagine. And perhaps that is the key, recapture what makes rallying fun, but at a sensible level. Rather than shooting for the stars and falling short, maybe let's peg it back a few rungs to try to make the ARC fun to compete in and, above all, fun to watch.

So here goes, the point to my argument, and again I'm going to use an example of what's been great about the ARC this year – Eli Evans and that high-revving Honda.

Okay, Eli is well off the pace of his older brother Simon, but then again he's only got half the wheels turning in his favour. But Eli has proven that having the latest and greatest Group N Impreza or Lancer at your disposal doesn't make you any less interesting, far from it. I've heard spectators all year asking each other when the Honda Civic was due to roar through.



The Hyundai Excel series has been a welcome addition to Australian rallying.

So for substantially less money to purchase, and significantly less to run and maintain, should we be looking to two-wheel power for our fix? Don't forget there are plenty of options out there and a well punted two-wheel drive rally car can be equally, if not more spectacular, than a mediocre driver in a four-wheel drive.

And let's not forget, if our sport wants to stay relevant look at what manufacturers of the day are selling. We don't want to end up like V8 Supercars, flogging tired technology that is rapidly losing its spectator appeal. Hatchbacks are the hot commodity in the market right now, and the manufacturers are sensing this transition of interest by the buying public with the raft of hot hatches either on sale now or just around the corner.

Added to this, small and large manufacturers are interested in motorsport, they just need a cost sensitive arena to promote their products. Could rallying be that arena? If the Honda Australia General Manager's comments at Rally Victoria on the weekend are anything to go by, it's a damn good place to start and their toe in the water experience this year will no doubt lead to bigger and better next.

So maybe, before the big splash on an Evo or WRX, consider some alternative options; a Ford Fiesta R2, Citroen C2, Honda Civic R3, Peugeot 207 R2, Renault Clio R3, and that's just the cars you can buy off the shelf. Remember when the likes of Brett Middleton, Ross Mackenzie, Dean Herridge, Rick Bates and Lee Peterson built their own hot hatches and had ding dong battles all year behind the 'oh so predictable' Bourne/Bates battle of the World Rally Cars?

And if the entry list from Rally Victoria is anything to go by the organisers of the Excel series need a bloody firm pat on the back. If anything is going to pull rallying back from the brink it could well be those cheap Korean buzz boxes. Why not a national series of Excels, 30 or 40 of the damn things, pushed aggressively and spiritedly all while their drivers laugh their heads off that they built their entire rally car for the cost of just one set of Impreza or Evo drive shafts.

In summary, old not new. Save your pennies on centre differentials and whiz bang gearboxes. The future of the ARC could well be two-wheel drive.

Imagine a bumper field of historics and a crop of high-revving, hard-charging hatches just like the ones selling in big numbers from dealerships around the country, not the big spoilers and blow off valves we're all used to cringing at when we pull up to the traffic lights!

Ryan Lahiff

Cars for Sale – cars found at <http://www.rally24.com/rally-cars-for-sale>

Ford Escort MK 2



ASM MOTORSPORT sale Ford Escort MK 2 group 4 FIA, BDG, driven by JUHA KANKKUNEN in the WRC Portugal Revival Rally and winning the rally. FIA Homologation number 650 A part of motorsport history now. \$129,420 USD - Spain

Fiat Abarth 131



Fiat Abarth 131, ex Marku Allen, Original, 1976, real Factory car from Abarth, one of the last safari specification car in the world. \$201,320 - Greece

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	October Meeting	November Meeting	Total
1	Taylor	Tony		2	2	2	7		10			5	2	9		2	2	43
2	Voevodin	Ivan	2	2	2	2	10		9					10		2	2	41
3	King	Ron	2	2	2	2	10		9	N	N		2	9			2	40
4	Preston	Peter	2	2	2	2	9		10	O	O	5	2			2	2	38
5	Linning	Matt			2		11		10				2	9			2	36
6	Rosengreen	Thomas	2		2		10		9				2	7		2		34
7	Van Opstal	Ron					9		11	Q	Q	3		11				34
8	Brown	Shaun	2						7	U	U	5		10		2		26
9	Nicholson	Quinton					7		8	O	O	3		8				26
10	Lockhart	Peter			2	2			8	R	R		2	9			2	25
11	Ruse	Jason	2	2	2	2			10	U	U	3	2				2	25
12	Taylor	Lynne			2		8		5	M	M		2	5			2	24
13	Bowden	Bob	2	2	2	2	9									2	2	21
14	Bruce	Mick	2	2	2		3							7				16
15	Oldham	Connor					10		5									15
16	D'Ercole	Robert	2	2	2	2						3	2				2	15
17	Hodgson	Bruce	2	2	2	2							2			2	2	14
18	Baker	Denis	2	2					7							2		13
19	Badenoch	Clay										3		10				13
20	Mitchell	Gary	2	2		2			3							2	2	13
21	Davies	Steve	2			2			5							2	2	13
22	Oldham	Darcy					3		9									12
23	Careless	John	2	2	2	2							2				2	12
24	Crapper	Mark							8			3						11
25	Bruce	Mitchell	2											8				10
26	Evans	Lloyd			2							5		3				10
27	Pyvvaara	Mia					9											9
28	Stacey	Peter							9									9
29	Nicholson	David							6			3						9
30	Uren	Baden				2			4			3						9
31	Pyvvaara	Paul					8											8
32	Uren	Colin							3			3						6
33	Jones	John	2	2														4
34	Camm	John		2	2													4
35	McNab	David		2													2	4
36	Moxey	Neil			2												2	4
37	Ruse	Lynda							3									3
38	O'Toole	Simon							3									3
39	Brown	Megan										3						3
40	Derry	Andrew											2					2
41	Syme	Ian		2														2
42	Lepp	Nathan		2														2
43	Hodges	Aarron		2														2
44	Coulson	Diane		2														2
45	Urch	Stuart		2														2
46	Drake	Mark														2		2
47	Morrison	Craig															2	2
48	Cusack	Ken															2	2

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 (1st – Sebastien Loeb – Citroën C4 WRC)
 13. Rally of Great Britain – 11/11/2010 (1st – Sebastien Loeb – Citroën C4 WRC)
- Points: 1st Loeb 276 - 2nd Latvala 171 - 3rd P Solberg 169 - 4th Ogier 167 - 5th Sordo 150

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 (1st – Glen Raymond – Lancer Evo X)
- Points: 1st S Evans 395 - =2nd M Pedder 235 - =2nd Smart 235 - 4th S Pedder 230 - 5th Shepheard 226

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 (1st – Fernando Alonso – Ferrari)
 18. Brazilian Grand Prix, (Sao Paulo) – 8/11/2010 (1st – Sebastian Vettel – Red Bull)
 19. Abu Dhabi Grand Prix, (Yas Marina) – 14/11/2010 (1st – Sebastian Vettel – Red Bull)
- Points: 1st Vettel 256 - 2nd Alonso 252 - 3rd Webber 242 - 4th Hamilton 240 - 5th Button 214

Funnies

Grandma is eighty-eight years old and still drives

She writes:

Dear Grand-daughter,

The other day I went up to our local Christian book store and saw a 'Honk if you love Jesus' bumper sticker... I was feeling particularly sassy that day because I had just come from a thrilling choir performance, followed by a thunderous prayer meeting.

So, I bought the sticker and put it on my bumper. Boy, am I glad I did; what an uplifting experience that followed.

I was stopped at a red light at a busy intersection, just lost in thought about the Lord and how good he is, and I didn't notice that the light had changed.

It is a good thing someone else loves Jesus because if he hadn't honked, I'd never have noticed.

I found that lots of people love Jesus!

While I was sitting there, the guy behind started honking like crazy, and then he leaned out of his window and screamed, 'For the love of God!' - 'Go! Go! Go! Jesus Christ, GO!'

What an exuberant cheerleader he was for Jesus! Everyone started honking!

I just leaned out my window and started waving and smiling at all those loving people. I even honked my horn a few times to share in the love!

There must have been a man from Chatsworth back there because I heard him yelling something about a sunny beach..

I saw another guy waving in a funny way with only his middle finger stuck up in the air.

I asked my young teenage grandson in the back seat what that meant.

He said it was probably a Hawaiian good luck sign or something.

Well, I have never met anyone from Hawaii , so I leaned out the window and gave him the good luck sign right back.

My grandson burst out laughing. Why even he was enjoying this religious experience!!

A couple of the people were so caught up in the joy of the moment that they got out of their cars and started walking towards me.

I bet they wanted to pray or ask what church I attended, but this is when I noticed the light had changed.

So, grinning, I waved at all my brothers and sisters, and drove on through the intersection.

I noticed that I was the only car that got through the intersection before the light changed again and felt kind of sad that I had to leave them after all the love we had shared.

So I slowed the car down, leaned out the window and gave them all the Hawaiian good luck sign one last time as I drove away. Praise the Lord for such wonderful folks!!

Will write again soon,

Love, Grandma



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:

Change to this Months Club Meeting (Wednesday 15/12/2010)

Please note that the upcoming Club meeting will be a social get-together at Jason Ruse's Garage. 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). Food will be available, BYO drinks.

