



MAY 2011

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

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



Keith Fackrell & Peter Stanford in the Ford Escort (above),
not Glen Mitchell & Peter Clydesdale as I had on last month's front cover...

Border Ranges Rally – 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
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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.

Gold Coast Tweed Motorsporting Club now of Face book – Thomas Rosengreen



The GCTMC now has a face book site which will help members share photo's and discuss club issues and events. It should also show potential members what the club is all about and provide links to videos as well as contact details etc.

To access the page, you will need to create a face book account which will only take a few minutes. Face book is free to join and is fairly straight forward to set up an account even for the computer illiterate. If you have any troubles, probably best to ask someone under say 30 years of age.

Once your set up, just search for 'Gold Coast Tweed Motorsporting Club' and join up. It should be a good place for anyone to upload photo's of events to share and can easily host forums between members.

Anyway, I'll try to discuss it at the next club meeting....

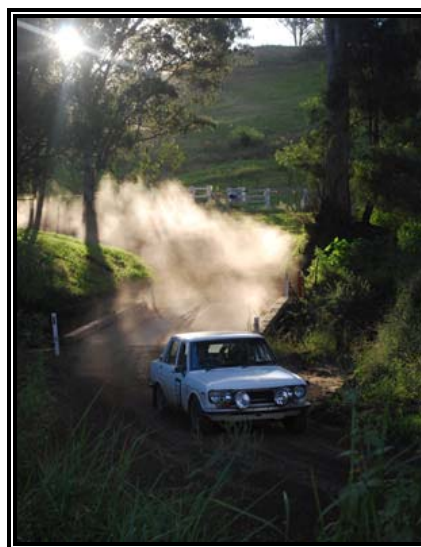
Photo's of Border Ranges Rally – 2011



Clay Badenoch with co-driver Luke Butten in the Toyota Corolla.



Peter Lockhart & Mitchell Bruce in the Proton Gti



Ron King & Stuart Urch in the Datsun 1600.



Baden Uren with co-driver Colin Uren in the Ford Escort .



Craig Aggio with co-driver Peta Davies took the beautifully prepared Toyota Celica Coupe to an amazing 7th outright.



John Spencer & Craig Lee were doing well in the Datsun 1600 until fuel issues ended their rally with only 1 stage remaining.



Ivan Voevodin & Mark Malpas started the day with engine issues but soon got on track setting some quick times in the Mazda RX-7, finishing 11th outright.



Hyundai Lantra (I think) driven by Tim Dillon with co-driver Adrian Dillon.



Matthew Linning & Craig Morrison took the Ford Escort Mk2 to a fantastic 8th outright.



Kent Lawrence & Stephen Andrews did well to finish 2nd outright in the Mitsubishi Lancer Evo VI



Paul Andrews with co-driver Martin Penfold took 3rd outright in the Mitsubishi Lancer Evo VII missing 2nd by only 4 seconds.

Photos by **Kristan Hayes** taken from:

http://www.rallysportmag.com.au/home/index.php?option=com_ponygallery&func=viewcategory&catid=109&startpage=3&Itemid=122#category

Learner Driver - David Nicholson



Just got back from S-Africa...this shot was in a mate's photo album (I photographed it, hence the poor quality) This beast didn't quite have the grunt of The Cruiser...but I learned a bit from it about driving on dirt! Its a 1947 Standard 14...I was probably about 15 years old (1962?).

Cars for Sale – Cars taken from <http://www.rallycarsforsale.net/>



MK2 Escort RS1800 Historic Rally car Full Group 4 Historic rally spec , built 2006 by Bob Downen rally services as a simple (No gimmicks) and original spec . Group 4 Escort. This car has seen very little use, very clean and straight bodyshell ,all usual Group 4 tricks and parts fitted. 2 Litre all steel dry sumped Trevor Morris BDG engine , twin plate clutch , ZF race 5 speed gearbox , F/Floating Atlas axle, Bilstein dampers alround and AP 4 pots and 2 pot brakes , Alloy fuel & oil tanks , Be spoke wiring loom , etc. Take a look at the photos and please contact us for further information on this car. - £50,000 - may part exchange



Lancia Delta Integrale 8v Group A - All R70 5-speed gearbox / diff / suspension, new 310ps / 100 octane / Abarth ECU engine by Karlhofer with 0 stage-KM, totally referbush (documented) in 2007 and 3 rallies since then. Rallye car since 1988 with nice history, imported by Franz Wittmann, just two owner since then. Many spareparts / rims available. Will send pictures to serious requests. The car is ready to race. €39,000



Metro 6R4 - The car has had a “no expense spared” rebuild including full engine and transmission refurbishment. The car has only covered 12 tarmac rally events since originally built by David Appleby Motorsport.; Corbeau Kevlar Carbon Seats Williams 6 point harnesses Works style flocked dash Handheld and plumbed in fire extinguisher — latest type Suspension; Standard wishbone, Proflex shock absorbers and springs Brakes; 330mm Brake discs 6 Pot AP Calipers Wheels and tyres compomotive 8 x 17” (20 x spare wheels and tyres included) Price - £60,000

Rally Queensland - May 2011 – www.rallyqueensland.com.au

A JAMES Bond movie stunt driver and an up-and-coming auto electrician stole the show with an enthralling finish to the International Rally of Queensland on the Sunshine Coast today.

Mark Higgins, a three-time British Rally Champion who was a stunt driver in the film Quantum of Solace, won round two of the FIA Asia Pacific Rally Championship on his first attempt at the event.

With Welsh co-driver Ieuan Thomas, Higgins started the final gravel special stage just 1.4 seconds behind India's Guarav Gill, but by the end of the 34 kilometre test had turned the deficit into a 15.8 sec. winning margin.

Katsu Taguchi, the defending Asia Pacific champion from Japan, finished third.

If the Asia Pacific finish was exciting, the result for heat two of the Bosch Australian Rally Championship second round was simply unprecedented.

Ryan Smart and John Allen, in a Toyota Corolla, took a second straight victory in the series with a measured drive that captured wins in eight of the 19 stages.

Read the whole report at: <http://www.rallyqueensland.com.au/morenews/129-higgins-smart-wrap-up-enthralling-iroq>

Editors Blurb – Thomas Rosengreen

Hi all, time to get a bit serious this month as I want to bring to members attention the new draft National Road Safety Strategy (NRSS) for 2011 – 2020. For those who don't know, which is probably just about everyone; the last Strategy for 2001-2010 is about to wrap up and the new Road Safety Strategy about to begin. The main focus of the old NRSS was to reduce the amount of road fatalities to 5.6 per 100,000 population; the actual rate at the end of 2010 for Australia was 6.4 and started at around 9.5 in 2000 (See Figure 1).

For those of you driving enthusiasts who think that this new document won't effect them, think again. The new NRSS aims to reduce the fatality and serious injury rate further by whatever means possible as outlined in it's target:

'Based on the modelling conducted for this strategy, and consistent with the desire to set ambitious goals for Australian road safety, it is proposed to set fatality and serious injury reduction targets of 30 per cent. Achieving such targets will require a concerted effort to implement effective road safety measures. A range of proposed initiatives is set out in Sections 7 to 10 of this strategy.'

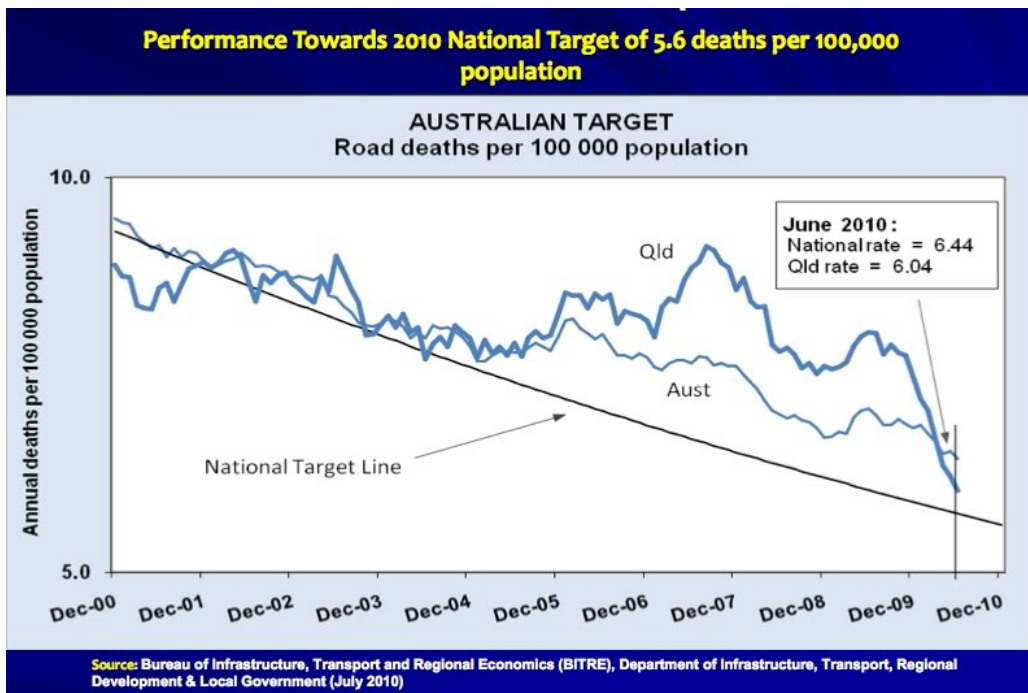


Figure 1 - Australian road fatality rate, 2000 to 2010

The National Road Safety Strategy is produced by the federal government and will no doubt be implemented by the states and used as justification to further reduce speed limits and increase the volume of speed, sorry “safety cameras”. There is also a worrying trend towards Intelligent Speed Adaption (ISA). The main focus of ISA will be to alert drivers when they exceed the posted speed limit

which doesn't sound to bad or intrusive, the other is to physically limit the speed of your vehicle; this approach will be introduced at a later date after further testing is conducted.

There will be a lot of ways the NRSS will be achieving it's goal to reduce death and injury on Australian Roads over the coming decade. Here are a couple of points outlined to be undertaken in the first three years:

- *'Governments will develop and commence implementation of plans to install point-to-point cameras to improve speed compliance among all vehicles, targeting road lengths with high serious casualty crash rates.'*
- *'Governments will develop and implement more effective sanctions for speeding offences.'*
- *'Setting safe speed limits on road lengths that are narrow, have substantial levels of roadside hazards, have many intersections or property entrances, are windy or undulating, or have higher than average serious casualty crash rates.'*
- *'Reducing limits at high-risk intersections, especially on high-volume outer urban arterials, where engineering treatments are not feasible.'*
- *'Facilitate the implementation of Intelligent Speed Adaptation (ISA) systems, by encouraging the development of digital speed limit maps.'*
- *'Examine the scope to require advisory ISA in all government fleets; and mandatory speed limiting ISA and/or other technologies for recidivist speeders and P-plate drivers.'*
- *'Initiate discussion with insurers to encourage voluntary fitting of ISA and recorders through lower insurance premiums, especially for young drivers'*

I won't keep on to much about the new NRSS as I'm sure different people have a different principals and beliefs depending on education and experiences. I'll let you have a look at the NRSS and make up your own mind.

There's a television commercial running at the moment, I' pretty sure it's for Holden; the voice over reads while showing a small girl with floaties around her "and there's plenty of airbags, to keep you safe"; and therein lies the problem. People aren't attributing danger to driving like they once did.



As Jeremy Clarkson wrote many years ago regarding safety measures in cars:

"Very soon, people are going to realise that they can have huge crashes, at any speed they choose, and walk away.

They'll be careering into buildings, pedestrians, lamp-posts and people in older, less-well-protected cars, knowing that they are immune from injury. This won't do.

So if car manufacturers are really interested in promoting safety on the roads, rather than introducing new measures about which their marketing departments can crow, they should ditch all the new ideas.

Rip out the airbags, and in their place, fit titanium spikes which, in the event of a crash, will leap out of the centre of the steering wheel, and impale the driver on his seat.

And hey, instead of pulling the steering wheel forward in a crash, why not give us something which shoves it back into the guy's face – hard.

And forget side impact protection systems, better to fit a small nuclear bomb in the back of the child seat which is triggered to go off should the car receive a significant jolt.

With this sort of safety features in all cars on the road, I think it's safe to assume that the number of deaths on the road would fall, in an instant, to zero.

Right now, people are happy to hurtle down the outside lane of a motorway, in thick fog, at 100 mph because their anti-lock brakes will keep them out of trouble – they'd better go too – and that even if they don't, everything else will.

Well, they'd think twice if the car was nothing more than a series of booby traps.

To make sure this was fair, and that all cars are equipped with the same menacing array of death traps, the government needs to introduce legislation. But this is where it gets sinister. The government won't do this, because it wants us to drive fast and dangerously.

They know if they ban seatbelts, rip down safety barriers and douse all roads with a mixture of diesel and washing-up liquid every morning, people would never dare to drive at more than 10 mph.

And this would remove one of the most iniquitous taxes ever dreamed up – the speeding ticket.

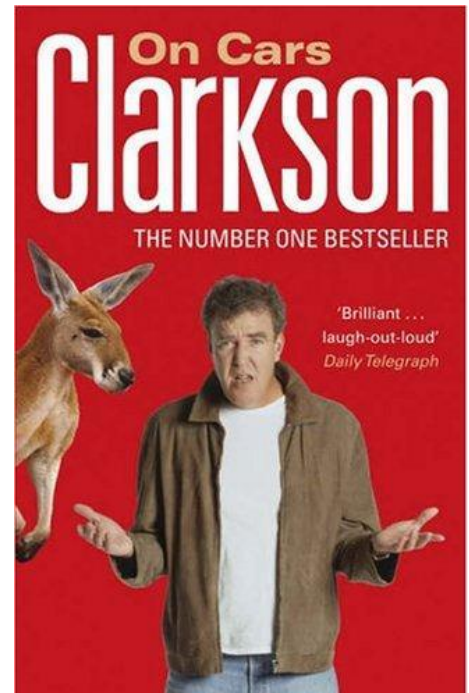
It's all so obvious. By forcing car makers to give us safer vehicles, and by making the roads less dangerous, they are encouraging us to drive faster and faster. Couple this with ridiculous vigilant police patrols, and they have a small fortune.

People are dying out there, to pay for the National Health Service."

Oh, and just so you know, I don't condone speeding or dangerous driving and at time of writing, haven't had a speeding ticket in about 6 years (before that is another story). You can view the draft National Road Safety Strategy 2011 – 2020 at:

http://www.infrastructure.gov.au/roads/safety/national_road_safety_strategy/files/Draft_National_Road_Safety_Strategy_ext.pdf

Anyway, I hope I haven't bored you all to death with the Governments view on the future of driving in Australia, just thought I would warn you; to get things back on track, I have included an article on the original Stig, Stig Blomqvist.



STIG BLOMQVIST was born in Sweden on 29 July 1946, winning the Swedish Rally several times and becoming World Rally Champion in 1984. With his career spanning more than 40 years, Stig has shown versatility at the wheel of a wide variety of cars, from front-wheel drive through rear-wheel drive to four-wheel drive.

He started out as a 19 year old driving a Saab 96 in the Swedish Junior class from which he graduated in 1966. The following year he was 4th in the T-race championship, attracted some help from the Saab factory and went outside Sweden for the first time to the Austrian Alpine. For two more



years, he stayed with national events in Sweden finishing 4th and then 3rd in the national championship. He did the RAC in 1969 unsuccessfully but returned in 1970 as a full works driver to lead the event until his transmission failed. His promotion had taken place at the beginning of 1970 when he had taken second place on the Swedish Rally which he was to go on to win in 1971, 72 and 73. He also added the RAC to his collection in 1971.



His career was linked to Saab right up until 1981. The 99 EMS and then the 99 Turbo replaced the 96 V4 but there proved to be a limit to the power that a front-wheel drive car could handle, and to Saab's resources. He continued to win the Swedish Rally – eventually totting up seven victories – but it would be fair to say that

the cars were no longer matching his talent. When Saab closed it's competition department in 1980, Blomqvist signed with the English Talbot team and drove a Sunbeam Lotus for a year. For 1982, he was offered some drives with Audi and at once he won the Swedish Rally for them. He continued to

drive the Sunbeam but it was in the Audi Quattro that he really made an impression. He won the Finnish Hankirally in the winter and the South Swedish in the summer, finishing second on the 1000 Lakes to team mate, Mikkola, and then, on his first ever visit to San Remo, won outright.

For 1982, he was a full factory driver for Audi but it was not until the last event of the year, that he won again. He would have probably won Sweden but part of his deal with Audi was that he would drive a non-turbocharged 80



Quattro so as not to threaten Mikkola. He surprised everyone by finishing second, less than a minute behind. The following year, Audi were not quite so harsh. Mikkola had one his world crown and not Blomqvist was released to do the same. He won five events on his way to the title, even the Ivory Coast which he had never visited before.

In 1985, the Quattro – despite growing wings and losing weight – was dropping behind the new Group B cars so, after modest results in 1985, Blomqvist signed for Ford in 1986 to drive it's new



RS200. It was a bit of a disaster and his only result of the year was when Peugeot invited him to a on-off drive in Argentina. With the end of Group B, Blomqvist stayed with Ford, driving a succession of Sierras until a year of freelancing in 1989 when he put a VW Golf on the Safari

podium. His next relationship was with the ill-fated Nissan Sunny GTI-R for two years. When that program stopped, he went back to freelancing and, in a sensational drive for Skoda, gave them a

third overall and best ever 2-litre car on the non-championship RAC Rally of 1986. He later drove privately-run Mitsubishi's and Subaru's in the WRC Group N Championship, finishing 5th in 2001 and 3rd in 2003.

In September 2008, Blomqvist took part in the *Colin McRae Forest Stages Rally*, a round of the Scottish Rally Championship centered in Perth in Scotland. He was one of a number of ex-world champions to take part in the event in memory of McRae, who died in 2007. On the event he was co-driven by Ana Goñi in a Ford Escort RS 1600.

There has been a rumor that Blomqvist was intended as the first test driver for the 2002 re-launched version of the BBC series *Top Gear*, but when he declined the anonymous driver *The Stig* was created. Blomqvist has denied this story.

He has lived in the UK for many years, based in Saffron Walden, Essex. His son, Tom Blomqvist, has followed in his motorsports footsteps, becoming the youngest ever Formula Renault UK Champion in 2010, at the age of 16.



I have also included a copy of an article in *Car & Driver Magazine* from 1978:



FRONT WHEEL DRIVER

BY PATRICK BEDARD

• I'll tell you how most folks find out they don't know the first thing about handling front-drive cars. They get bent out of shape somewhere and to recover, they fall back on that age-old wife's tale, the one that says you give it the gas. Everybody knows what happens next, right? All that power makes the front tires dig in and they pull you around to safety just as if somebody up there loved you.

Neat trick. Your insurance man will want to hear all about it. Because, more times than not, getting on the power just sends you deeper into trouble.

I'll tell you how I found out that I still had a lot to learn about handling front-drive cars. I spent the better part of 25 laps chasing a Swedish mercenary named Stig Blomqvist around Lime Rock while he showed me some of the most bizarre driving techniques ever perpetrated on a passenger car. It was Challenge V, the last of *C/D's* series of Showroom Stock races, and we were both driving Saabs. Blomqvist would plunge into the turns with me about ten feet off his rump. And he'd go in with

*The latest handling tips
from Sweden.
Steer with your feet.
Go faster
with the brakes on.
Provoke oversteer.
But first, does everybody
know the name
of his insurance company.*



the throttle open. I could hear his exhaust pipe blowing. But the infuriating part was that he'd also lean on the *brake* for most of the way around the corner. There was no fooling me on that score. His brake lights were on bigger than Chicago.

Now I know that brakes and power at the same time should be a no-win situation—as pointless as betting both sides of a hockey match. And I also know that whenever I tried to imitate his moves, all it did was drop me right out of contention. But these truths didn't matter to the mercenary Swede particularly in the left-hander where he'd open up two car lengths on me and show me his brake lights the whole way around.

Not that this little contest was a complete rout, you should understand. I know a few tricks too and I managed to give him a look at my back bumper on several occasions. But not for long. In the end, yours truly had to settle for being the highest finishing American.

This was not a bad accomplishment, people kept reminding me, because



The Blomqvist Technique: Tail out to turn in.

Blomqvist was, after all, a *factory* driver, a full-time professional in the pay of Saab who was shipped over here to do exactly as he did in Sweden, which is to say win. Moreover, was it not true that immediately after the race Saab would unplug him from the racer and mail him back to Sweden where I would never have to even look at his sinister countenance again? Right. But that would also mean that I would never have another chance to figure out what makes him so fast. Not a good trade.

But journalists are old hands at constructing a victory from the debris of defeat. With a little investigation, we discovered that Blomqvist is only 97 percent professional driver. On the odd day when he is not rallying or practicing or testing, his salary is charged off to Saab's PR department in Sweden. PR men, of course, are very sensitive to the company's public image and wouldn't it be a fine sporting gesture on Saab's part, now that its driver had beaten me, if it were to make that driver tell me exactly how he did it. In wrestling, this move would be called a reversal. Properly executed, the guy originally on the bottom comes out on top.

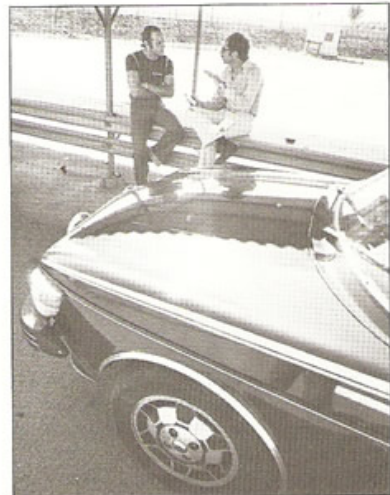
I came out in Sweden. With Blomqvist as my personal tutor. Learning how to make a front-drive Saab do everything but aileron rolls. That is the story you are about to read.

It happens to be a particularly timely story as well because the American automobile market is well into a massive swing toward front-drive cars. We've had tokenism from the Eldorado and Toronado for more than a decade but when VW switched from rear-engine, rear-drive to front-engine, front-drive cars with the Dasher and Rabbit, it signaled a revolution in contemporary car design. Ford followed with its European-built Fiesta and now Chrysler has introduced the homemade Omni and Horizon, all with front drive. Moreover, GM is known to be preparing a line of front-drive compacts to replace the Nova-Phoenix-Omega-Skylark models in 1980. But while front-drive cars are approaching from every direction, nobody is telling us how to drive them; how to avoid accidents, how to correct skids, how to make the most of their winter-driving advantages. Well, Blomqvist has to be good for something beside snatching trophies from the hands of whining journalists.

Actually, I was not quite prepared for his celebrity status. I arrived in Sweden just in time for a national-class rally where I was told by the Saab factory people that Blomqvist was the best driver in Sweden. Lucky for him, I thought, that his employ-

ers hold such a high opinion. Surely that adds bulk to his pay packet. But then various club officials and enthusiastic spectators began to tell me the same thing. And when the results of the rally were finally posted about five o'clock on Sunday morning, it was Stig Blomqvist heading the list of 200 participants. Clearly we are dealing with a heavyweight here.

There is a strong scent of jock about Blomqvist. Apart from being solidly muscled, he walks with that unmistakable athletic slink. But he's not the stereotype defensive lineman cum barroom brawler. Quite the opposite, in fact. He's soft spoken, uses English reluctantly, and is not



much for social gestures. Anything not connected with driving—and winning—is simply to be endured. But put him into a car and he is indomitable.

My first lesson was scheduled for Kinnekullering, a track about 30 miles from Trollhätten that has both a paved road course and a dirt rallycross circuit. We took two cars, a stock 99 EMS and the factory-prepared twin-cam, sixteen-valve 99 EMS rally car that won the previous weekend. Incidentally, the rally confirmed for me how much Blomqvist depends upon brakes for car control. During the night, I could see his front discs glowing bright red as he sped through the forest. And once when he pulled into a repair site between stages, the mechanics had the car jacked up, the front tires off and the pads out before the discs had lost their glow.

What I didn't know, of course, was exactly why all of this braking was helpful. But he explains it simply enough. "The main problem with front-wheel-drive cars is understeering," he says. "Most of the weight and all of the power go through the

front tires. If you have understeering and you put the throttle on more, you have more understeering."

This, of course, is the classic front-drive dilemma. To go fast, you need to use the power. But using power in turns produces debilitating understeer. So what to do?

First, you throw out the conventional wisdom about standing on the gas whenever you get in trouble. That works only if you are in a skid. And even then Blomqvist recommends only part-throttle. Understeer is another matter. "Here you take the throttle off so you regain traction in front," he says. But these are only the simplest guidelines. Racing and rallying—

that it allows him to trick a front-drive car out of its typical understeer mode.

To explain this, you must first understand that tires develop maximum cornering force when they are rolling freely, neither accelerating nor braking. (Actually, this is not 100 percent true but it's close enough for our purposes here.) If you ask them to accelerate or brake while cornering, they can do it but they will deliver somewhat less cornering force. And the harder you ask them to brake or accelerate, the less cornering force they can deliver. This is why front-drive cars understeer. The front tires already have to carry the preponderance of the car's weight, which

it was. That's the Blomqvist Technique. Perfectly executed, it gets a front-drive car into turns very quickly, and equally important, with a fair degree of tail-out attitude so that the car is pointed right for understeering out of the turn under full power. It can also be used as a safety measure, as we'll discuss later.

According to Blomqvist, this method works best on dirt, snow, ice and other low-friction conditions. "On tarmac, I don't need to slide," he says.

Classroom discussions are fine but there is nothing like a real-world demonstration to sell an idea. He straps a dilapidated old AGV helmet on his head, pulls on a pair of leather gloves and spits in the palms like a major-leaguer going up to bat. I notice, as a concession toward precision footwork, he's wearing a pair of real leather shoes instead of his usual wooden clogs. We buckle ourselves into the rally car and head for the rallycross circuit, a sort of miniature road course on dirt. The surface is composed of loose granules of black clay and there are ruts and chuckholes big enough to hide a cocker spaniel. Blomqvist hits the entrance at full throttle, heading for a left-right esse that would fit onto a basketball court. As we approach, he barely eases the throttle, presses his toe on the brake and gives the wheel a twitch. The Saab groans into a full broadside, crashing sideways through the ruts, the suspension bottoming and slamming viciously. He's got both feet on the pedals and he plays them deftly, the sixteen-valver rising and falling exactly in time with his right foot. But I notice it's mostly rising. We're under full power nearly all of the time, the front wheels turned somewhat into the skid, counteracting it, pulling us toward the right-hand half of the esse. I watch his face for signs of strain. Nothing. His helmet padding squeezes his cheeks forward, making him look like a chipmunk, and he purses his lips as he swings the wheel, but cigar store indians show more anxiety. Then in a split second he works the brake and wrenches the wheel again and we are broadside the other way, nose into the apex, the engine roaring in bursts as he guides us through the ruts.

The longest straight on this course can't be more than 100 yards, most of the turns are as tight as residential intersections and the surface is just plain abominable. Maximum speed is maybe 60 to 70 mph. The course is pure hell on car and occupants alike. But I'll tell you one thing. Blomqvist definitely does not have an understeer problem in his front-drive Saab. We're full sideways most of the time and right

PHOTOGRAPHY: T. RIGGARE



A blur of hands and a slow-shuffle with the feet.

even emergency maneuvers on the street—require a much more complex technique.

Fundamental to Blomqvist's method is left-foot braking. This has certain obvious advantages, the shortening of reaction time, for example, and the elimination of wasted time. Nothing happens during the interval when the usual driver is moving his right foot from the accelerator to the brake and back again. The car coasts. But Blomqvist uses a foot for each job. No coasting and no lost time. Yet this part is hardly revolutionary. Drivers have been applying their left feet to brake pedals for years for exactly this reason. Finnish rally drivers, American oval racers and even New York taxi drivers do it. But for Blomqvist, the payoff in left-foot braking is

means that they are overloaded relative to the rears. And when you ask them to transmit power to the ground as well, they are inevitably less effective in cornering. Since the rears do not transmit power, their sole contribution in a turn is cornering force and they can therefore provide more than the overworked fronts. So, at the limit, the rears stick and the fronts slide. That's understeer.

Blomqvist's method calls for brakes and power and the same time, which he can do when he reserves a foot for each of those pedals. What happens here is that the front brakes cancel out some of the power. The tires don't know which pedals are being pushed. They only know what torque reaches the wheel and since the brakes and power work against each other, the tire rolls relatively freely, allowing it to produce more cornering force. But the story in back is different. Since the rear tires feel the full effects of the brakes, their ability to provide cornering force is now reduced relative to the fronts. So the car tends to oversteer, or at least it's less understeering than

on his chosen line, lap after lap.

Interestingly, during all of these gyrations he seldom does the one thing that you and I were always taught to do first in case of a skid, which is steer into it. By the time he is committed to the turn, even though the car is completely crossed up, he steers more or less straight ahead. From there on out, all directional control is done with the pedals. When asked about this, he says, "It's not so often I steer in a slide. I just take the throttle and move the front with that. It's easier. A front-wheel-drive with limited slip and wide tires, it's so heavy in the steering."

The same general principle applies to the paved road course but the speeds are far higher and he relies less on the sideways approach. The car moves briskly, its 2400-pound mass helped along with 225 hp. At one point on the course, there is a high speed (fourth gear) left-hand sweeper that goes up a hill and then crests at the top. We bore into this turn under full power. Just as the incline steepens, I hear the engine begin to groan and I see that his left foot is now hard on the brake. A drift angle is developing and at the crest it turns into a tail-loose slide. In response, he eases off the brake somewhat and the engine picks up its pitch. I look in the direction we are going, which is now out the window on my side, and I see blue smoke streaming past from the front tire. Blomqvist simply keeps his right foot down.

Farther along the course is a downhill, decreasing-radius, right-hander, a mean sumbitch of a turn. We approach under full power and simultaneous heavy braking. I've never heard such a tortured sound in any automobile. The engine strains as if it were being strangled, the brakes screech and tires scream bloody murder. The car sounds like it's ripping itself apart. All of this is punctuated with a crunch of protest from the transmission as he goes down a gear without the clutch (his clutch foot is already occupied, you may remember). At the critical point, the Saab slews sideways, right on schedule, more speed is lost and we drop out of the tight part of the turn under full power. The mechanical pain is over, the car is right on course.

Downshifting, it turns out, is one of the many nuances of the Blomqvist Technique. It was easy in the old freewheeling Saabs. He just pulled the lever into whatever gear he wanted. The rally car has an unsynchronized gearbox which allows him to push out of gear, more or less match the revs with the throttle and then crunch into the next lower gear. Synchronizers would be a nuisance here because they block until



"The main problem with front-drive cars is understeering," he says.

the revs are exactly matched and there is never time to wait for such niceties.

Nonetheless, Blomqvist says that all of these maneuvers can be done with the street car we brought along and that will be the next demonstration. I ask about the possibility of catching a wheel in the ruts on the rallycross course and going belly up. He says it probably won't, not if it keeps sliding anyway, and in any case the 99 is not so bad for that as the old model 96. The message here is that he has been through it many times before and whatever happens, it doesn't hurt very much.

And of course, he's right. The 99 EMS doesn't tip over and it unfailingly performs the same tricks as the rally car, albeit at a more lackadaisical pace.

My turn comes and he volunteers to strap himself into the passenger seat of the 99 EMS. I decline. I don't need the best driver in Sweden sitting there telling me how clumsy I am. I'll know soon enough on my own. After an easy lap, I go burning down the long straight toward a slow right-hander, wondering exactly what my feet have in mind for the forthcoming downshift. At what they deem to be the appropriate time, my right foot angles around so that the ball is on the brake pedal and the side of my heel is against the accelerator. It proceeds to heel-and-toe quite smartly while the left strokes the clutch and I lever down into third. Then, in a virtuoso performance, the left moves over and catches a corner of the brake, allowing the right to go full-time on the gas without ever releasing the brakes. As I bend into the turn, I keep what I think is a fool-hardy amount of power on, and give a kind of tentative poke on the brake. Immediately the tail steps out, surprising me so much I let off the brake completely and the

car snaps straight back into grinding understeer. I'm glad I'm on the backside of the course where Blomqvist can't see me.

One thing he didn't bother to mention is the problem of staying upright in the seat when both feet are working pedals. Usually a driver braces his left leg against the floor or door panel. I find myself latching onto the steering wheel with a death grip.

For the uphill left-hander I go in a bit slow but with a foot on each pedal just like he did. The car sets into a wonderful drift and I'm feeling proud of myself as we go light over the crest. This upsets my balance. The top half of me is okay because it's braced against the wheel, but my ass gets light in the seat, slipping my right leg over against the shifter and knocking it into neutral. What follows is pure panic. There is no power to hold the nose in front of the tail so the Saab cocks itself into a lurid skid. Fortunately, cars sideways on pavement slow down fast and I manage to find a gear before I run out of road.

I proceed to do three more wobbly laps, enough to convince myself that Blomqvist is truly on to something here but he is probably the only guy in the world who can make it work. It's like learning to drive all over again, this time steering as much with pedals as with the wheel. Every once in a while, by sheer happenstance, I get it right and I can see how it makes a front-drive car forget all about its basic preference for understeer. But most of the time I fumble around in an embarrassment of tire squeal and slow exits.

So I go back to the pits and ask Blomqvist to give me another demonstration. The problem, I think, is one of judgement; knowing exactly how much power and brake to apply and exactly when to apply them. By alternately watching what he does and then trying it myself, I slowly learn the subtleties and by the afternoon, I can cut a reasonable lap. The secret is a fine touch on the brakes. Just a little bit of pressure on the pedal as I bend into a turn under power will set the tail out. Once the tail is out, it is necessary to keep some power on but not necessarily full throttle. Lifting off the brake brings the tail back immediately. This means that it is necessary to continue braking until I'm ready for natural front-drive understeer to take over. Too much braking simply slows the car down. So if you are clumsy with the Blomqvist Technique, you aren't likely to fly off into the weeds somewhere. You just end up slow.

This is where the Blomqvist Technique as a road safety measure comes in. If you find yourself entering a turn too fast, the

remedy is to brake heavily against a medium amount of power and simultaneously steer toward the inside of the turn. Blomqvist uses this a great deal in rallies when he must drive as fast as possible over unfamiliar roads. When he demonstrated it to me, the car lost speed rapidly without locking the front tires, which meant that he had full steering control, and we ground to a stop on the inside of a turn that we had entered at full racing speeds.

Perhaps as a reward for being such a diligent student, I am given a shot at the rally car. Now I know why Blomqvist moves like a jock. He is one. He has to be to drive this thing. The steering is monumentally heavy but worse than that, the wheel is constantly trying to tear itself out of my grasp. Apparently due to the limited-slip, the front wheels snatch randomly left and right according to the road surface and when they take a set in either direction, it feels like the column has been welded solid. It takes all my strength to aim them straight again. The only time the car behaves decently is when the front tires are spinning. Chuck it sideways into a turn and gas it to buzz the front tires, and you'd think somebody switched on the power steering. You can move the wheel with one finger. But as soon as the tires lock up, it's

back to the wrestling match again. When Blomqvist runs upward of 300 kilometers a night, he definitely earns his pay check.

Still, his technique is not designed as an end run around hard steering cars. He worked out the moves as a youth in a borrowed Saab 96, practicing in the winter on a frozen lake near his home. And even though his style is now widely admired, it was not appreciated at first. He remembers, as a novice, being invited to a rally driving school sponsored by Saab and













taught by the great Erik Carlsson. The old master took a ride with his student, witnessed this groaning of the engine and burning of the brakes, and was aghast. Blomqvist recalls him saying, "You must drive normally. This is a terrible thing you have taught yourself."

At this, Blomqvist allows himself just a trace of a smirk, a very small indulgence for the man now considered to be the best driver in Sweden. "But I didn't unlearn it," he says. ●



Information from:
'The Complete book of the World Rally Championship'
'Wikipedia'

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
7.  Acropolis Rally – 16/06/2011
8.  Rally Finland – 28/07/2011
9.  Rally Deutschland – 20/08/2011
10.  Rally Australia – 08/09/2011
11.  Rally de Espana – 22/10/2011
12.  Rally of Great Britain – 11/11/2011




















Points: 1st Loeb 100 - 2nd Hirvonen 93 - 3rd Ogier 81 - 4th Latvala 68 - 5th P Solberg 46

2010 ARC Start Dates

1.  Quit Forest Rally (WA) – 15/04/2011 (1st – Ryan Smart – Toyota Corolla)
2.  International Rally (QLD) – 13/05/2011
3.  Scouts Rally SA – 30/07/2011
4.  Rally Australia (NSW) – 08/09/2011
5.  Rally Victoria – 12/11/2011

Points: 1st Smart 81 - 2nd M Pedder 68 - 3rd Dowel 60 - 4th Stone 48 - 5th Wilde 42

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
6.  Monaco Grand Prix (Monte Carlo) – 29/05/2011
7.  Canadian Grand Prix (Montreal) – 12/06/2011
8.  European Grand Prix (Valencia, Spain) - 26/06/2011
9.  British Grand Prix (Silverstone) – 10/07/2011
10.  German Grand Prix, (Hockenheim) – 24/07/2011
11.  Hungarian Grand Prix, (Budapest) – 31/07/2011
12.  Belgian Grand Prix, (Spa-Francorchamps) – 29/08/2011
13.  Italian Grand Prix, (Monza) – 11/09/2011
14.  Singapore Grand Prix, (Singapore) – 25/09/2011
15.  Japanese Grand Prix, (Suzuka) – 09/10/2011
16.  Korean Grand Prix, (Yeongam) – 16/10/2011
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 93 - 2nd Hamilton 59 - 3rd Webber 55 - 4th Button 46 - 5th Alonso 41

Funnies

NUNS

Two nuns are ordered to paint a room in the convent, and the last instruction of the Mother Superior is that they must not get even a drop of paint on their habits.

After conferring about this for a while, the two nuns decide to lock the door of the room, strip off their habits, and paint in the nude.

In the middle of the project, there comes a knock at the door.

"Who is it?" calls out one of the nuns.

"Blind man," replies a voice from the other side of the door.

The two nuns look at each other and shrug and deciding that no harm can come from letting a blind man into the room, they open the door.

"Nice B.oo,bs," says the man. "Where do you want the blinds?"

BEER

Last month, National University of Lesotho scientists released the results of a recent analysis that revealed the presence of female hormones in beer. Men should take a concerned look at their beer consumption.

The theory is that beer contains female hormones (hops contain phytoestrogens) and that by drinking enough beer, men turn into women.

To test the theory, 100 men drank 8 pints of beer each within a 1 hour period. It was then observed that 100% of the test subjects:

- 1) Argued over nothing.
- 2) Refused to apologize when obviously wrong.
- 3) Gained weight.
- 4) Talked excessively without making sense.
- 5) Became overly emotional.
- 6) Couldn't drive.
- 7) Failed to think rationally
- 8) Had to sit down while urinating.

No further testing was considered necessary

THE TRUCKIE

An old man was eating in a truck stop when three bikers walked in.

The first walked up to the old man, pushed his cigarette into the old man's pie and then took a seat at the counter.

The second walked up to the old man, spit into the old man's milk and then he took a seat at the counter. The third walked up to the old man, turned over the old man's plate, and then he took a seat at the counter.

Without a word of protest, the old man quietly left the diner.

Shortly thereafter, one of the bikers said to the waitress, "Humph, not much of a man, was he?"

The waitress replied, "Not much of a truck driver either. He just backed his truck over three motorcycles."



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Hi all,

I would like to make your club members aware of my company Aussie Nascar Tours. I conduct fully guided small group tours to the USA to experience the thrill of Nascar racing live and also see the sights of America. My tours are fully inclusive (accommodation, internal travel in the US and entry tickets to all places of interest on the itinerary) and very reasonably priced for what is really a priceless experience.

I think that as motorsport fans, members of your club would be very interested in our tours and as such, I would like to work with you to promote our tours to them. We can offer discounts to your members and/or financial incentives to your club for the promotion of Aussie Nascar Tours to your members.

The discounts/incentives would vary based on tour length and numbers travelling but we are very open to negotiating an agreement to suit your needs and your members.

Also, if you had a group of members interested, I am available to provide personalised Nascar tours that maybe tailored to suit various attractions and events that they may desire.

I have a very comprehensive website www.aussienascartours.com.au that contains information about myself and our upcoming tours to give you a taste of what we can do. The website is also regularly updated with Nascar TV times for all channels, so your members may also find that useful.

If you would like some more information about what we do or would like to discuss a discount for your members or incentive program for your club, please do not hesitate in contacting me.

I hope to hear from you soon.

Cheers,

David Ling
Owner/Tour Guide
Aussie Nascar Tours

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www.aussienascartours.com.au

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"/>
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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.

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