

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

Next Club Meeting will be on 20th August 2008
At Merrimac High School, Dunlop Court, Mermaid Waters, UBD
49 H 4

www.gctmc.org.au

It is with great sadness that I must pass on the news of the passing of Rob Bell last Wednesday morning. Rob has been an active member of Gold Coast Tweed Motorsporting Club for over 20 years. His funeral was held at Allambie Gardens, Nerang Broadbeach Road, Nerang on Wednesday 13th August 2008 at 11.00am. See Page 3 for a Tribute to Rob, Detailing his Racing accomplishments. By John Careless

BOGOF (Buy One Get One Free)

Well that's what you are getting when the Amalgamated Glass Border Ranges Rally blasts off on the 27th September as the two competitions run alongside each other with the QRC & Clubman Cars running as the AG Border ranges Rally & the Multi Club Entries competing as the AG Border Ranges Classic. We are still looking for officials for the event & there is Camping at the Showground Hotel Rooms are limited in Urbenville & Woodenbong so Book early. If you want to make a long weekend of it try the Clarence River Wilderness Lodge with camping on the banks of the Clarence River well away from town & 7 Km's down their own drive, Contact Steven & Sharon Ross on 02 6665 1337 or steve@clanceriver.com Website www.Clarence river.com



President: Jason Delaney: Jason@amalgamatedglass.com.au 0414533771
Secretary: Shawn Brown: sbrown99@bigpond.com.au
Treasurer: Tony Taylor: tony6020@optusnet.com.au 0419787783
Newsletter: Simon Petty: simon.petty@virginbroadband.com.au 0423364763
Club Trailer Ron King 0414180546 (24 Hours Notice Please)

Vice President: Gary Mitchell 5578 3173 (H)
Club Captain: Baden Uren: buren@bond.edu.au
Membership: Peter Preston: 5546 6373 (H)
CAMS Delegate: Bruce Hodgson: 0408159515
Alt CAMS Delegate: Wayne Johnston: 0417717288

Club Patron Alan Jones MBE



A friend sent a local newspaper from the town in the far south west UK & I thought this clip may interest some members. Simon.

Metalcraft geared up to make Cobra body parts

PETROL-HEADS around the world will no doubt be familiar with American muscle car company, Shelby, famed for their legendary GT Mustang modifications of the 60s.

However, what they may not know is that many of the parts and body shells for Shelby's new \$150,000 Cobra car are made right here in North Devon.

Barnstaple firm, North Devon Metalcraft on Barnstaple's Pottington industrial estate, has been making the specialist chassis and body shells since 2006, having been head-hunted on the internet by the US auto giants.

North Devon Metalcraft is owned and operated by brothers John and Paul Evans who took on the business from their father, Brian, when he died of cancer in March this year.

John said: "It was our dad who sorted out and negotiated the contract with Shelby and it's a great shame he couldn't be here to see the finished products."

"We had always specialised in making rare car body parts and had previously made shells for Jaguar C-Types and Triumph TR2's."

"Shelby had been looking for someone to hand build the body shells for ages and stumbled across us on the web. We flew out to their headquarters in Las Vegas and the president of the company was so impressed with the quality of our work that they commissioned us to make four chassis and shells and have since requested another four on top of that."



The model of Cobra the company create is the CSX4000, a high spec, 450bhp muscle monster capable of 0-60mph in under four seconds and designed for the company founder, Carroll Shelby, himself.

The first model the Barnstaple brothers built was for Boyd Coddington, renowned US hot rod racer, in the 1980s.

North Devon Metalcrafts have also had to update their skills base and tech knowledge to meet the modern requirements of Shelby.

Paul Evans said: "We were used to fairly old fashioned methods here but when we landed the Shelby contract they made sure we got bang up to date."

"We have had to learn a whole new 3-D computer aided design programme and

modern laser cutting techniques as well as hiring in more staff to meet the demand."

"The parts take around six weeks to turn around and, while it's a lot of hard work, we love making them."

"By sheer coincidence, we found out that the windshields for the very same model are manufactured in Winkleigh. You could call it a bit of a North Devon operation."

Brother John added: "When I went to Vegas with Dad to finalise the contract I was concerned that we wouldn't be able to meet the demand."

"However, Dad was convinced and gave me the confidence to see it through."

"It's a shame he's not here to see the finished product but I'm sure he'd be proud."

The fight we had last night was my fault, my wife asked me what was on the TV and I said dust.

Upcoming Officials Courses

30th August 2008 Silver Module To be held at CAMS

Auditorium Milton.

6th & 7th September 2008 Scrutineer Course at Winsor / Slacks Creek

Living on Earth may be expensive, but it includes an annual free Trip around the Sun.

If at first you don't succeed, then skydiving definitely is not for you.

In the wacky World of Motorsport.

One of the most unsuitable cars to race is probably the Reliant Regal with it's 3 wheel (1 steering at the front & 2 drive rears) arrangements they are prone to tip over when cornering too fast & the glass fibre body disintegrates upon contact with anything hard, Powered by a all alloy 700cc OHV 4 cylinder engine producing 22Kw 7 a top speed of 120 kph driven through a 4 speed manual gear box Affectionately known as Plastic Pigs by their drivers.



Vale Rob Bell

Rob started his love of motor sport when he worked for Rally Champion Fred Logan who convinced Rob to try motor sport instead of showing off on the road. Rob won his class in his first event – a motorkhana – so was now hooked and a long and illustrious career in motor sport with many clubs began. He started with the Hills District Car Club in Sydney.



Rob Bell at the Autocross at Willowbank

Rob built a Simca Aronde (is that right Denis?) to run in club rallies

from 1969 and went to a Cortina in 1971 and then an Escort in 1972. He experienced success in the form of series wins in Group 7 and Group 9 Championships in following years as well success in Club Championships with Hills District, Datsun Drivers and Ford Car Clubs.

Rob also got involved with scrutineering and assisted at Bathurst in 1973.

Rob moved from Sydney to Henty in 1979 but continued in rallying with the Wagga & District Car Club rallying in the North East Victoria & Riverina Series and ran in the 1980 Alpine Rally in 1980 and 1981 and finished in the top twenty. (That was the days when they actually had more than twenty in the field!) He crewed as a mechanic at the Rothmans 300 in 1981 and 1982 at Surfers Paradise Raceway and decided that the Gold Coast really was beautiful one day and perfect the next.

In 1984 Rob was placed first privateer in the Queensland round of the Australian Rally Championship and contested the Queensland Rally Championship rounds until 1990 with class wins most years.

As business took more time Rob remained involved with rallying in Club events and built a Class 5 off road sedan which he ran successfully for a few years.

In 1997 Rob defected to the dark side – that is the black bitumen side of motor sport when he purchased a HQ Holden Race Car and left the dirt behind. Rob ran at Lakeside, Morgan Park and Willowbank Raceway. He also ran in the support races at the Gold Coast Indy.

Rob's success at circuit racing was not always what it could have been. Some of you will know Bruce Dummet and his prowess at bending race and rally cars. Rob told of the day Bruce came to circuit racing and lined up next to him. First corner, first race, Bruce drove into the side of Rob's door taking him off the circuit. Undeterred Rob built in 2000 an EA Falcon for the Saloon Car Series as he always loved Fords.

Rob did get another Cortina Rally Car which he ran in only a few club events

Rob retired from work in 2004 and became more involved in scrutineering at events such as Speed on Tweed and the Queensland 500 when not competing.

He continued to run the Saloon car until 2006 at local and interstate venues and finally went to spectate at the World Rally Championship in New Zealand.

"The Brown Stuff"

It is clear to the writer that if South East Queensland is ever again threatened by drought that all we need to do is set a date for a khanacross to be practically guaranteed rain.....

Rain about a week prior to our last date (3 August) was just enough to flood the paddock across which we access into the main competition area at the RDA. Several inspections leading up to that date indicated that it was still going to be wet in the access paddock as well as pretty damp in the competition area. As we are guests of the RDA when we use their property, we had no choice but to postpone that event.

The same weather that delayed us running at the RDA has also delayed us getting the grader onto the Pimpama property to bring it back into use. We are hopeful however of getting that done in the next couple of weeks so that we can have a run there in mid October.

Although our calendar has been set (taking into account the workload connected with the Border Ranges Rally) I am sure at the meeting we will be kicking around the idea of trying to squeeze in another khanacross at the RDA asap.

What has been happening this year does highlight how critical access to property is for our club to run local events. From the steady stream of phone calls I get in the lead up to these local khanacross's there is no doubt people want to compete in them but the land issue continues to be the main roadblock at the moment.

While we are always looking for alternative venues, the committee has been focusing on this of late and there is some potential for us to at least look at a couple of possible venues in the next week or two. Jason D has in fact found us a bitumen motorkhana venue that we hope to run a motorkhana on before the end of the year.

However if members out there have ANY ideas on properties that we might be able to get on to run khanacross and motorkhana events on please speak up! We would also welcome any additional bitumen areas that we could gain access to as we are doing some work on possibly running what is basically a bitumen khanacross as well.

Lastly but by no means least, everyone would be aware by now of the passing of club member and past President Rob Bell. I will leave it to those who knew him far better than the writer to write on his passing.

I cannot say that I knew Rob well but I would just like to say that when I first joined the club and was playing with Escorts, Rob was very helpful with practical advice on getting started. He basically said, "just get on with it, you don't need all that special gear, just bolt the thing together and have a go". Just a nice bloke and he will be missed.

See you on the weekend.

Brownie



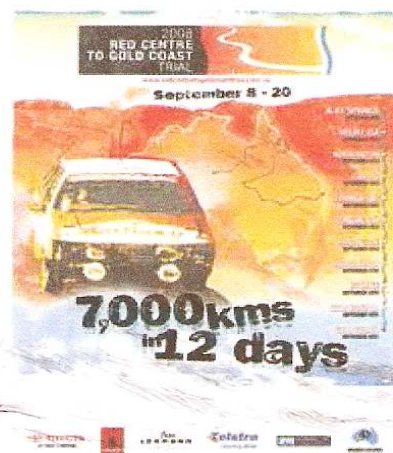
GCTMC Inc to be part of the Red Centre to Gold Coast Trial.

Saturday 20th September 2008

Round Australia Trials are an important part of Australia's motor sport heritage, ranking with the Australian Grand Prix and the Bathurst 1000.

Since the Redex Trial in 1953, thirteen Round Australia events have been run. In 2008, The Red Centre to Gold Coast Trial continues this tradition.

Round Australia style events happen only once every decade or more. The Red Centre to Gold Coast Trial offers a rare opportunity to participate in an event that epitomizes the traditions of Australian Motor Sport: adventure, competition and camaraderie. Don't miss the opportunity. It may be many years before it happens again.

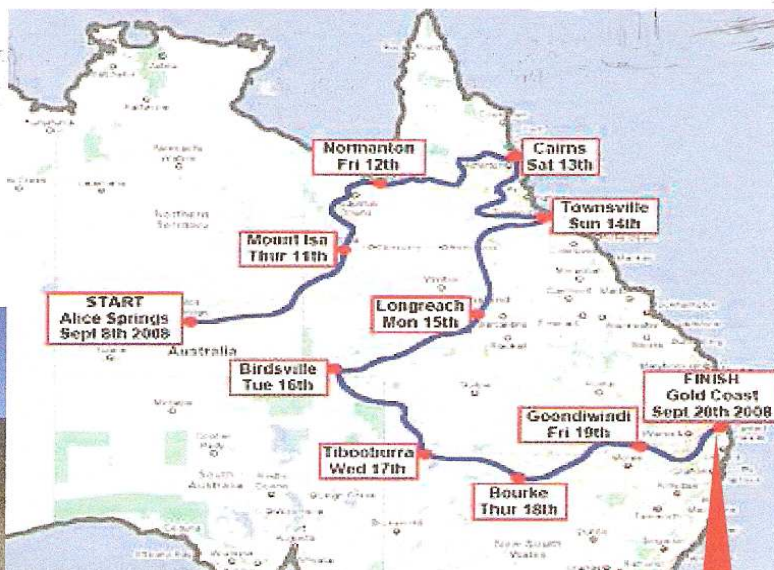


We, the members of the GCTMC, are organising the "Fat Lady" stage which is the last competitive stage of the event. At only one and a quarter hours from the Gold Coast this is a great stage and the competitors will love it ... and so should you. We require people to do two roads blocks, a start and finish control, and six gates to be manned. It all a total of at least 20 people are needed. We need to meet at our designated point by NO LATER than 8.30am to set up the stage. We should be out of there by 1.00pm.

The next weekend is our Urbenville event. If members are required to sight the stage that the GCTMC is looking after then it is only about 40 minutes from the "Fat Lady", so both could be done on the same day.

Contact John Careless on 5534 8986 (H) or rcare5@eq.edu.au Please leave contact details including:

- Name of contact
- how many people you will have with you working on the stage
- an email or postal address
- home phone (preferably NOT a mobile phone number as the only contact as this gets very costly)



Typical "Fat Lady" road quality

Fat Lady Stage

Ron King would be interested to hear from anybody else thinking of following the Red Centre to Gold Coast Rally.

As I mentioned I intend to do a 4x4 trip to Alice Springs in Sept for the start of the Red Centre to Gold Coast Trial, where I go from there I have not determined.

I have attached the trial route page which should be of interest to club members as some are competing Denis Baker, some are servicing John Jones, and some with organizing the running route, Garry Mitchell.

Also mention that I am taking my 4x4 and if there are members who would like to take a 4X4 as a convoy to Alice Springs contact me on 0414180546. Cheers Ron King.

Events Calendar Mid August till End November From QLD CAMS Calendar Version 16

Date	Organiser	Type	Status	Venue
23/24 August	South East Qld Off Road Racing Assn	Off Road Short Crse	Multi Club	Toogooawah
23/24 August	Leyburn Motor Sprints Committee	One Car Sprint	Multi Club	Leyburn
30 August	Porsche Club Qld	Supersprint	Club	Morgan Park
30 August	Brisbane Sporting Car Club	Touring Road Event	Multi Club	Roads in S E QLD
29/31 August	Powercruise	Drift	Multi Club	Queensland Raceway
6 September	Northern Districts Car Club	Rally	Club	Yarraman
6/7 September	Millmerran Auto Club	One Car Sprint	Multi Club	Pittsworth
7 September	Holden Sporting Car Club	Motorkhana	State Ch'ship	Willowbank Raceway
13 September	Porsche Club Qld	Hillclimb	Club	Mt Cotton
13/14 September	South Burnett Motorsport Club	Khanacross	Multi Club	McKinnons Property
13/14 September	Warwick Motor Sporting Car Club	Supersprint	Multi Club	Morgan Park
13/14 September	Australian Motorsport Enthusiasts Club	Off Road Long Crse	Multi Club	TBA
14 September	MG Car Club of QLD	Hillclimb	Multi Club	Mt Cotton
15 September	Triumph Sports Owners Assn	Supersprint	Multi Club	Morgan Park
18 September	Triumph Sports Owners Assn	Hillclimb	Multi Club	Mt Cotton
8/20 September	Red Centre To Gold Coast	Rally	Multi Club	Alice Springs To GC
19 September	Marque Sports Car Club	Touring Road Event	Multi Club	Roads in S E QLD
20/21 September	Speed on Tweed	One Car Sprint	Multi Club	Murwilumbah
20/21 September	Australian All Rally Group	One Car Sprint	Club	Hirsglen
21 September	Ipswich West Moreton Auto Club	Autocross	Multi Club	Willowbank Park
21 September	Brisbane Sporting Car Club	Motorkhana	State Ch'ship	TBA
27 September	Gold Coast Tweed Motorsporting	Rally	State Ch'ship	Urbenville
27/28 September	Warwick Motor Sporting Car Club	Supersprint	Multi Club	Morgan Park
28 September	MG Car Club of QLD	Come & Try	Club	Mt Cotton
4/5 October	Warwick Motor Sporting Car Club	Race	State Ch'ship	Morgan Park
5 October	Brisbane Sporting Car Club	Motorkhana	State Ch'ship	Beenleigh
5 October	Twin Cities Autosports Club	Hillclimb	Multi Club	Mt Stuart
11 October	Porsche Club Qld	Supersprint	Club	Morgan Park
9/12 October	V8 Super Cars	Race	National Ch'ship	Bathurst
17 October	Marque Sports Car Club	Touring Road Event	Multi Club	Roads in S E QLD
18/19 October	Brisbane Sporting Car Club	Off Road Long Crse	National Ch'ship	Goondiwindi
18/19 October	Warwick Motor Sporting Car Club	Supersprint	State Ch'ship	Morgan Park
19 October	Holden Sporting Car Club	Motorkhana	Multi Club	Willowbank Raceway
19 October	Ipswich West Moreton Auto Club	Autocross	Multi Club	Willowbank Park
23/26 October	Lexmark Indy	Race	International	Gold Coast
25/26 October	Short Circuit Motor Sports Assn	Supersprint	Multi Club	Stanthorpe
1/2 November	Proston Car Rally Club	Khanacross	Multi Club	Proston Rally track
1/2 November	North Qld Off Road Racing Assn	Off Road Short Crse	Multi Club	Moranbah
8/9 November	Australian All Rally Group	One Car Sprint	Club	Hirsglen
8/9 November	South East Qld Off Road Racing Assn	Off Road Short Crse	Multi Club	Yamanto
8/9 November	Warwick Motor Sporting Car Club	Race	Multi Club	Morgan Park
19 November	Holden Sporting Car Club	Motorkhana	State Ch'ship	Willowbank Raceway
15 November	Brisbane Sporting Car Club	Rally	State Ch'ship	Cooloola
15/16 November	Historic Racing ar Club	Hillclimb	Multi Club	Noosa
16 November	Ipswich West Moreton Auto Club	One Car Sprint	Multi Club	Willowbank Park
21 November	Marque Sports Car Club	Touring Road Event	Multi Club	Roads in S E QLD
23 November	Holden Sporting Car Club	Motorkhana	Multi Club	Willowbank Raceway
30 November	MG Car Club of QLD	Hillclimb	Multi Club	Mt Cotton

Computer Terminology State-of-the-art - Any computer you can't afford. **Obsolete** - Any computer you own. **Microsecond** - The time it takes for your state-of-the-art computer to become obsolete. **G3** - Apple's new Macs that make you say "Gee, three times faster than the computer I bought for the same price a Microsecond ago." **Keyboard** - The standard way to generate computer errors. **Mouse** - An advanced input device to make computer errors easier to generate. **Floppy** - The state of your wallet after purchasing a computer. **Disk Crash** - A typical computer response to any critical deadline. **System Update** - A quick method of trashing ALL of your software.

2008 RED CENTRE TO GOLD COAST TRIAL

PRESS RELEASE 4th APRIL 2008

THE TRADITION CONTINUES - Remaining Repco Commodore Alive for 7000km Red Centre to Gold Coast Trial. Sept 2008

Experienced Gold Coast rally driver and former Victorian, Denis Baker, confirmed today that his entry in the Red Centre to Gold Coast Trial is the third and remaining Repco Commodore from the 15 built by GMH for the 1979 Repco Round Australia Trial.

In fact his Red Centre to Gold Coast Trial entry, with co-driver, David McAdam under the **PEDDERS SUSPENSION** banner, is the **ONLY** Repco Commodore having a pedigree of continuous competition since 1979, including the **1995 MOBIL 1 Round Australia Trial** -19,000km (21st O/R Baker/Bashford), the **1986 S.A. State Bank Discovery Trial** – 10,000km (Kilfoyle/Baker - finished), several Alpine Rally events, several BP Rally events (most recent 2008 event 7th O/R Baker/McAdam), Historic ARC and many state based trials and rallies.

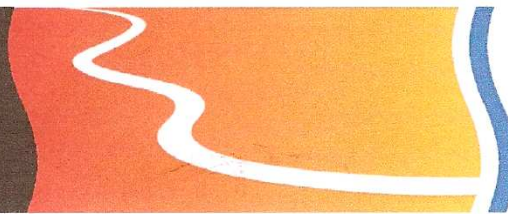
Denis stated "...the only two other Repco Commodore rally cars remaining from the 15 built by GMH are the Brock Repco winning HDT car housed at the Holden Performance Driving Centre museum on the Gold Coast and the recently found Barry Ferguson 2nd O/R HDT car that will also be entered in the Red Centre to Gold Coast Trial. The third of the three HDT Repco winning Commodores was owned by Victorian David Jones, and was written off after several roll overs during its drive to 2nd O/R in the 1986 S.A. State Bank Discovery trial. All other Repco Commodores were converted to parts or configured as later models during the mid 1980's and no longer exist."

Denis continued ".....Having competed in and successfully finished 43rd O/R in the 1979 REPCO Trial myself, I continually searched for an ex-REPCO Commodore. In early 1981, our Repco Commodore (the Bega Holden Dealer entry in that event) was configured to comply with the then international Group 'A' CAMS rally regulations by removing the GMH/HDT built XU-1 motor and fitted with the then current single carburettor 'Blue' motor and grille for competition in several ARC's and NSW state events for the next 2 years. I purchased the Repco Commodore several years later as it had become a daily driver, still with full Repco rally gear including suspension, brakes, sump guard and long range tank plus a heap of spares. In 1984/85, I competed in several Victorian club and State events in preparation for the 10,000km 1986 S.A. State Bank Discovery Trial, where I contracted Frank Kilfoyle to drive for me as co-driver in our then Werribee based Westwood Real Estate rally team. After the 5000km half way mark at Alice Springs we were lying 4th O/R, only to break the steering along the old Ghan track and be left without rescue for a night and day. Frank Kilfoyle and I eventually got going again and drove across S.A. to catch up to the field and finished the last 2000km in flying form. Frank was extremely impressed with the performance, ride and handling of this car, particularly in the sand of the S.A. outback."

The Werribee based car became well known in the Victorian rally scene, with present co-driver, David McAdam and Denis competing in both Victorian and Western Regions Trial Championships with solid success. In fact, the Baker family used the Repco Commodore as a daily driver as well as in between events to help promote their long term sponsors, Westwood Real Estate, Werribee Wheel Aligners, Ballan Holden and Goodyear tyres. However, there was always this hope that another "Round Australia" would happen again and the team could use the Repco Commodore in what it was really designed to do; travel fast and safely across the outback of Australia. In 1993, TARGA Tasmania was added to this cars pedigree with a TARGA plate, 77th O/R and 20th in Handicap. The Repco Commodore under Denis' stewardship showed a clean set of heels to many more fancied crews in this field of 260 vehicles.

Denis continues the story "..... in early 1994 Bob Watson announced the forthcoming 19,000km June 1995 MOBIL 1 Round Australia Trial and there was no hesitation to enter the Werribee based Repco Commodore. Once you compete in these long distance events, there is no other type to meet the satisfaction and sheer achievement of finishing and keeping a car going for 10 to 20,000km. A years preparation, strong local and National support ended when my co-driver (cousin Gerry Bashford) and I finished 21st O/R in this, what is considered the last of the true Round Australia Trials. Our Repco Commodore came through with little damage and continued to clock up another ribbon on the pedigree of true Australian long distance rally/trial cars. David McAdam also competed and successfully finished the MOBIL 1 Round Australia Trial, thus adding to his extensive motoring experience."

2008 RED CENTRE TO GOLD COAST TRIAL

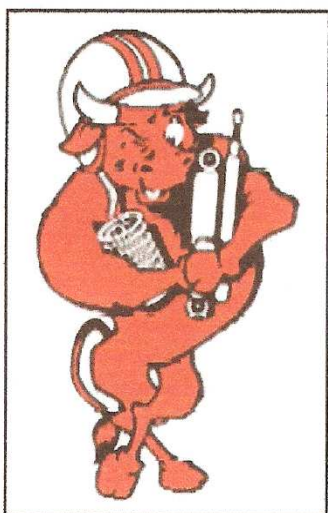


A move to the Gold Coast in 1997, meant a change of rego plates but daily driving and regular competition continued. Present co-driver, David McAdam brought the Repco Commodore back to Victoria for a major re-build in 2005/06. David and Denis have been competing and testing in the car in selected challenging events such as the Begonia, Alpine and BP Rallies during the past 2 to 3 years. David and Denis, plus their long time Werribee sponsors of Bob Westwood and David Brown, now jointly own the Repco Commodore, ensuring its history is intact and capabilities are demonstrated. Denis Baker and David McAdam are pleased to confirm that the old team, with service crew Bob Westwood and David Brown, will be together again for the Red Centre to Gold Coast Trial in September and have secured the sponsorship of **PEDDERS SUSPENSION**, Penrite lubricants, Westwood First National Real Estate and Best Western Werribee Park motel.

David McAdam took up the story ".....both Denis and I like to think that we "helped" Red Centre to Gold Coast Trial Director, Bob Watson, along with others, make the decision to organise another great long distance Australian event to CONTINUE THE TRADITION. Bob Watson has been a tireless organiser and competitor in historic rallying. He was the director of the highly successful 1995 MOBIL 1 Round Australia Trial and still finds time to compete in the sport that we all love and enjoy. After our 7th O/R placing in the recent BP Ultimate Rally, we are aiming for a top 10 finish, if not better, in the Red Centre to Gold Coast Trial." said both crew members.

The **PEDDERS SUSPENSION** Repco Commodore is ready and able to add another ribbon to the long distance trial pedigree, that was the start of what is now, the successful Holden Commodore brand name, so ably launched and driven by Peter Brock back in 1979.

Final signage on the Commodore will be presented to the motoring press in the next few weeks.

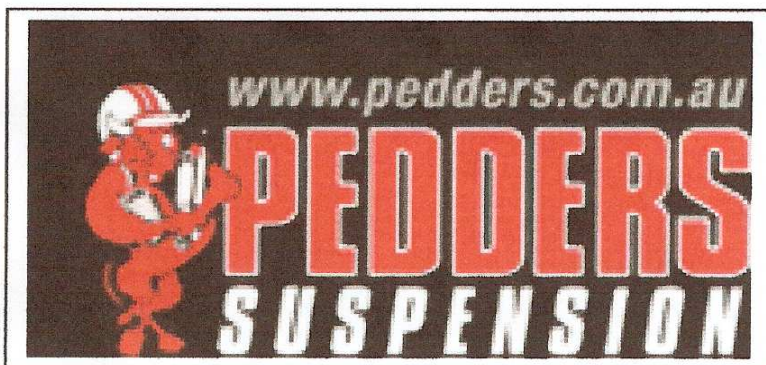


The Repco Commodore in full flight over the old rail line in Western Victoria – Western Regions Trial Series late 1980's.

2008
**RED CENTRE
TO GOLD COAST
TRIAL**



David Brown (to left of Valiant service vehicle) with Denis Baker and David McAdam at finish of BP Ultimate Rally, May 2008



A large number of photos are available from the collection held by Denis Baker.

Contacts:- Denis Baker, AH: 07-55204424, Mob: 0418 799729
David McAdam, AH: 03-59569178, Mob: 0407690393

Event website: www.redcentretogoldcoasttrial.com.au

You Have Too Much Horsepower When

1. The emissions test guy starts laughing as soon as you pull onto the rollers.
2. You can't drive your car in the rain.
3. Your "significant other" is afraid to drive your car.
4. You are afraid to drive your car.
5. You spend more on tires than on food.
6. You spend more on car insurance than on house payments.
7. You look in a state police car and see a picture of your car taped to the dash.
8. You throw your underwear in the garbage rather than the hamper.
9. You have to go to the track to buy gas.
10. Your mechanic names the new wing of his shop after you.
11. Jacques Villeneuve and Michael Schumacher wave you by.
12. You can make the Kessel Run in less than 12 parsecs.
13. You're tempted to wear your fire suit just to drive to the office.
14. Red signal lights shift to green as you're approaching then shift back to red as you're receding.
15. You arrive somewhere before you left.
16. You get pulled over for doing 155 in a 35 but the cops will let you go if "they can look under the hood."
17. You remove the \$2000 stereo system to save 6 lb. of weight.
18. You are not allowed to run in the Silver State Challenge.
19. You get an anonymous phone call asking if you are interested in being in the Cannonball Run.
20. Your face looks like you are riding a NASA centrifuge when you drive the car.
22. You need parachute braking.
23. 'Significant other' won't even ride in the car.
24. There is no possible way to "sneak out" of your neighbourhood at 6 am.
25. Your pets scramble for their hiding spots as soon as the garage door is opened. (Pets, and all the neighbours...)
26. Family photos throughout the house are replaced with life-sized posters of your car.
27. Fuel is delivered to your home: in 200 Litre Drums
28. You carry earplugs in your car. Doesn't everybody???)
29. The only spot on the car which receives any regular cleaning is the windshield. (what else is there to clean???)
30. You find out that side mirrors don't hold up at speeds exceeding 145 mph.