

# GCH3 600

Venue- Main Beach Circuit



Promoter - Sir Two Dogs

On again for the 20th Year - the GCH3 600, run every year by promoter **STD**. He has a unique formula that replaces cars with ageing Hashmen of varying athletic ability who journey around the 3km track on foot.



This year's champs:

1st Runner

**Exelpet**

1st Walker

**Truck Tyres**

Best effort  
time.

**ArseNic** - 2 minutes off last year's

Encouragement **KB** - Back after a 20 year spell.

Full Report later by **STD**

The rest of the Pack straggled in over about 30 minutes with plenty of excuses and accusations of skulduggery on the track.



**STD** had assembled a Pit Crew in the hospitality area led by **SPV**. They toiled away and very soon had produced food to rival anything previously done for this event.

First main course was Curry with vegetables and rice  
Second main course was beef and mango, again with great vegetables and rice.

Third Dessert Course was Bent Bananas with premium ice cream

## Reports

### Run Report:

**Circumference** suggested a Handicap Fuck Up but did not go into detail and forgot to give a score, but then, it wasn't that sort of night.

### Walk Report:

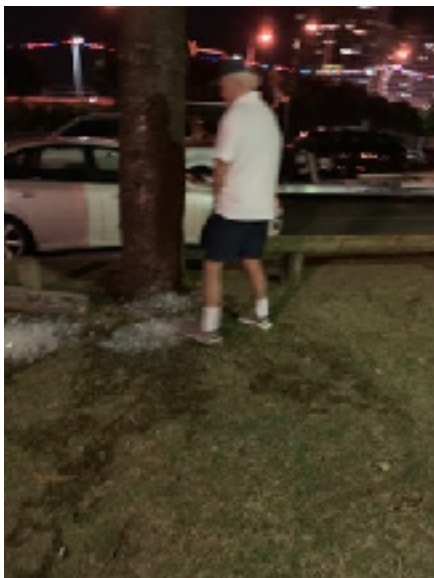
**Fanny Charmer** was full of complaints but again gave no details and no score.

### Nosh Report:

**BrenGun** waxed lyrical as was deserved and gave the food 9/10. 11/10 would have been deserved. However 9/10 is high praise from BrenGun who recently took a dive whilst practising for this event but on a bike. He finished up in GCUH for some days but is still here to tell the tale. The path about 100m away is being named BrenGun Corner.

### Sitting Down Downs:

Ballpoint and SBends after an in depth discussion got up and left their chairs for others to put away. Alas, they were spied and the chairs brought into the Circle where they were given a Sitting Down Down before finally putting the chairs in the trailer.



All those Down Downs caught up with the ageing **SBends**



**Swollen Colon** rode a horse around the Track

## **GC600 History**

The **Surfers Paradise Street Circuit** is a temporary [street circuit](#) on the [Surfers Paradise](#), in [Queensland, Australia](#). The 2.98-kilometre beach-side track has several fast sections and two [chicanes](#), having been shortened from an original 4.47-kilometre length in 2010. It is the third of three motor racing circuits that have existed in the [Gold Coast](#) region, after the [Southport Street Circuit](#) (1954) and [Surfers Paradise International Raceway](#) (1966–1987). From 1991 to 2008, the circuit hosted an [American Championship car racing](#) event, the [Gold Coast Indy 300](#). The circuit has also hosted touring car races since 1994, with the [Supercars Championship](#) currently contesting the annual [Gold Coast 600](#) at the circuit.

Ron Dickson, the president of D3 Motorsport Development held the rights for [CART](#) internationally in the 1980s. Following lobbying from prominent Queensland businessmen, and a brief meeting with [State Premier Joh Bjelke-Petersen](#), the event was confirmed for Queensland, and Surfers Paradise was chosen over [Brisbane](#), the state capital. The original circuit layout was designed by Ron Dickson of D3 Motorsport Development, and was the fourth concept put forward for the Surfers Paradise area. Preliminary work was carried out in 1988, and the circuit was opened on 15 March 1991 for the [1991 Gold Coast IndyCar Grand Prix](#).

## Construction

The construction of the circuit has been acclaimed internationally and is used as a benchmark for new temporary street circuits world-wide. Over a full 12-month period plans are laid and then implemented to transform a bustling residential, commercial and holiday destination into a temporary street circuit capable of facilitating high-speed motor races and hundreds of thousands of people. The circuit construction since 2009 has been project managed by local Gold Coast firm iEDM who specialise in motorsport venue engineering and delivery. In constructing the original circuit, over a two-month construction period, seven bridges were erected, along with 2,515 concrete barriers, 11,500 grandstand seats, more than 140 corporate suites, 10 km (6.2 mi) of debris fencing and 16 km (9.9 mi) of security fencing, as well as many more temporary structures being fitted, and large-scale power and telecommunications systems being activated.

The circuit is also an international leader in motor racing safety standards applauded by the [Confederation of Australian Motorsport](#) and the [FIA](#) (the international governing body of motorsport). One of the major advancements over the later years of the Champ Car era was the installation of double height debris fencing, including an additional 610 panels in high impact areas in 2005.

## Shortened layout

Since 2010, the [Supercars Championship](#) has run a notably shorter layout of the circuit. At the Turn 2 chicane, the circuit enters a hairpin to the left and rejoins the original track at the Esses. The then-CEO of V8 Supercars, [Tony Cochrane](#), suggested this layout after the [A1 Grand Prix](#) cars dropped out of the 2009 event.<sup>[3]</sup> This was an effort to reduce the cost of running the event without an international drawcard series. This was achieved by reducing the construction time, amount of materials needed and also limits the impact on local residents and tourists. It is no longer possible to use the full circuit with the [G:link](#) light rail line having been built over it.