

# Club Newsletter

## Issue 3 – 2014



To start off this newsletter I would like to say a personal thank you to Dad (Adrian Dillon) our current club president who has retired from rally competition and organisation after over 30 years involved in the sport. Over the years he has achieved much more in the sport of rallying than most of us will ever achieve. From winning championships and rallies outright as both a driver and navigator to organising events from club to QRC level and all while working long hours at work and raising 4 children with Mum. You have been an inspiration to me and the rest of the family.

Your input as a club member is required to help keep this newsletter going please send me anything you would like published. This can be anything from photos to team articles to the car you have for sale please send an email to [nat\\_rally@hotmail.com](mailto:nat_rally@hotmail.com) Once again thanks to Laurie Garth for his "Old Time Stories" which have proven to be an interesting read. The next issue will be out at the start of August. I hope you enjoy reading and remember "straights are for fast cars, corners are for fast drivers". Cheers Nat



Photo: Gary Meehan/Rob Wilkins 2005. Credit: Andrew Dillon



Photo: Phil McLoughlin 1983. Credit: Adrian Dillon

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Photo: Adrian Dillon/Dave Gaines 1998. Credit: One of the Dillons

# PRESIDENTS REPORT

Presidents Report May 2014

All quiet on the NDSCC front with our next khana event not due until September. The next couple of months are the busy time for Queensland rallying with BSCC, Central Qld and Gold Coast Tweed all conducting QRC events. I'm sure if you aren't competing all of the clubs would love your assistance. Well done to Andrew and Grant for attending the CAMS Club Chief course on the weekend.

The Jimna sprint once again showed how we are all mere mortals with club members the Carrigan boys demonstrating once again what super talents they are with only 107 hp at the wheels and 13 year old Silverstone tyres. It showed why they won the QRC in 2001 so convincingly and lucky for all the 4x4 boys they only compete for fun now days.

The Gold Coast Tweed club has just conducted a sprint at Hirstglen using the well tested course that Robert provides. I'm told all had a great time and Matt Martin was the winner in his VR4. Well done to the club and let's hope they conduct more of these style of events into the future.

I'm enjoying Nat's newsletters and I'd forgotten that I had even taken most of the older pics that he is using. I'm sure Nat would love any club member to put pen to paper and provide their reports from upcoming events. Doesn't have to be a masterpiece just your story. Good luck to all in the upcoming events.

Regards Adrian

# 2014 CALENDER

20TH TO 22ND JUNE – BSCC – QRC 2 & 3 / ARC – IMBIL

2ND & 3RD AUGUST – GOLD COAST TWEED MOTORSPORT CLUB – QRC 4 – BORDER RANGES

30TH & 31ST AUGUST – CENTRAL QLD MOTOR SPORTING CLUB – QRC 5 – WOWAN

31ST AUGUST – DOWNS MOTORSPORT CLUB – KHANACROSS – HIRSTGLEN

12 TO 14TH SEPTEMBER – WRC – COFFS HARBOUR

*27TH SEPTEMBER – NDSCC – KHANACROSS – LOCATION TBA*

4TH OCTOBER – BSCC – MULTI CLUB RALLY – BENARKIN

2ND NOVEMBER – DOWNS MOTORSPORT CLUB – KHANACROSS – HIRSTGLEN

8TH & 9TH NOVEMBER – BSCC – QRC 6 – KENILWORTH

*6TH DECEMBER – NDSCC – KHANACROSS & CHRISTMAS PARTY – HIRSTGLEN*

# UPCOMING EVENTS



The Great Endeavour Rally has now been on the road (off it really) for twenty eight years and in that time has raised many millions of dollars for people with a disability. What links does the NDSCC have with the Great Endeavour you may ask? An original founding member (Allan Lawson) of the NDSCC was the brain child and creator of the Great Endeavour Rally. Dave Gaines and Nikki Doyle volunteer their services every year and take part in the rally as officials, long term club member Jamie Lawson organises the Great Endeavour and well-known local legend Keith Fackrell has built and fabricated many cars, cages and components that have been punished right across the length and breadth of Australia on many challenging Great Endeavours.

The Great Endeavour is not a speed event or race, but it sure does pack a punch when it comes to challenge and adventure. You may often over hear people say the spirit of adventure, fun and mateship has gone out of rallying these days. They haven't been on the Great Endeavour, because that is where you will find it.

There is a One Day Fun Day rally that will be based around Cooyar on Saturday the 14<sup>th</sup> June and it is open to everyone and anyone to come and get a taste of what it is all about. There are two courses to choose from, Rally or the Cruise. The main rally course takes in some challenging bush roads and scrubby tracks, while the cruise course is suitable to any car that doesn't mind a few gravel roads. Any type of car is eligible. You need a UHF radio (hand held OK), some sort of tripmeter or distance measuring device and an orange flashing light for use on dusty roads.

If you would like to know more about the June one day rally, or the annual Great Endeavour, please feel free to contact Jamie Lawson anytime on 04276330908 or [straighton@bigpond.com](mailto:straighton@bigpond.com)

# GARTHS POTTED HISTORY OF RALLYING FROM GARTH POINT OF VIEW

## Part 3 - Garth Becomes A Navigator

For those that came in late. This is my story on what was my passion from the 60's.

After driving in two events, I found that I was disappointed in how navigators got us lost and missed parts of the correct route; so following the premise that if I'm going to whinge about stuff I should do something about it, I decided to try my hand at navigating.

My only experience with maps was while I was in the army. I had been called up (conscripted) into the army in 1965 as a very reluctant nasho. We did one morning training session at map reading and I aced it. The next time I ever used a map like this was in my first navigation event as a navigator.

During 1968 I was working at an air conditioning firm with the aforementioned Mike Chapman, my cousin's husband. Mike was quite well known in trials and at one point he was the Queensland trials champion. One day he received a phone call from Errol Bognuda asking if Mikes Apprentice, Muscle Head, could navigate for a young bloke. There was a trial being run in a few weeks time and the young bloke was just starting out in trials. He needed a navigator. If I remember the event was possibly a QT rally. Sponsored by the Ipswich Queensland daily newspaper The Queensland Times. Mike was saying that Muscle didn't work for him (Mike) anymore and wasn't sure where he was. I was jumping up and down in front of Mike waving my arms about saying I will give it a go. Eventually after much digging in the ribs Mike said. Oh, there is a bloke here who is willing to have a go at navigation, what about it? Errol said yes and that was it.

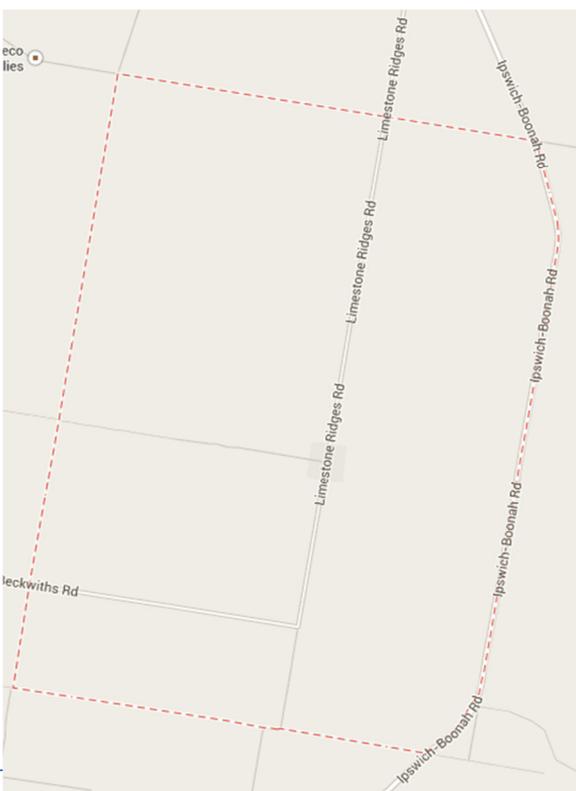
Try as I might now I cannot remember the name of the young bloke for whom I was to debut as a navigator. I remember that his surname was one that was well known in the Ipswich area. I don't think his immediate family was well known but his name was one that was associated with Ipswich, possibly the same name as a suburb. He drove a Volkswagen, which was a co-incidence as I also drove a VW. We made arrangements for me to go to Ipswich one weekend to meet him. The meeting was successful so we entered the event in the junior division.

In those days the championship events were split into Junior later to become Touring section and Senior later to become Championship sections. During the week the driver, whom I shall Christen Vern because I cannot remember his name, attended the mid week briefing for the event.

In those days it was usual to have a ‘Briefing for competitors’ which was held during the week which would explain the ins and outs of the event. As with all things if it is not issued in written form it is not official. So verbal briefings are not worth the paper they are written on; but it gave us an excuse to have a beer and talk rally stuff. In the early events in which I competed there was no scrutiny. Which may or may not have been a good thing.

We met at the start location and it was then this point I noticed that there was no mileage device on the navigators’ side of the car. In fact no navigation gear apart from a map light. As the navigator has to transfer information from the map to the road usually there is some form of resettable odometer reading to one hundredth of a mile (17.6 yards) on the dash in front of the navigator, along with a map light and often a compass. We had a map light and that was it. I would have to use the VW speedo that was in front of the driver. The bigger issue is that the VWs of the time had an odometer that didn’t read lower than 1-mile increments. Other navigators could be accurate to 17.6 yards, me? Accurate to the nearest mile. That didn’t faze me, as I was just so happy and excited to be competing in my first trial as a navigator.

I believe that the start was outside the pub at the corner of Brisbane St and Bell St, Ipswich. I can still remember the feeling of those first events and I still get this feeling 47 years later. I remember that the event was based on the R.A.C.Q. (Royal Automobile Club of Queensland) maps and these were not quite as accurate as the maps are now. Distances were usually to the nearest mile so it was sometimes touch and go as to if you turned at the correct road. As we were newcomers we drew last or second last car. This turned out to be an issue that was to cost us dearly as the sweep car was manned by brothers, Keith and Byron Self.



To explain a sweep car.

We were flagged away with not much excitement, as most people had left not wishing to wait around for the scrag end of the field.

The field headed south toward Boonah and as usual, Limestone Ridges was out of bounds. Limestone Ridges was always out of bounds. I have no idea why. I have always wanted to grab an old map and an old set of instructions and find out just why Limestone Ridges is out of bounds. My bet is that the map was so inaccurate in that area that it was impossible to set a route through Limestone Ridges

that the crew could follow. The map here is from Google maps and it seems simple enough. We pressed on getting all the passage controls until I made a mistake. I don't know what went wrong but I headed up the wrong road. It was on the Ipswich - Boonah Road somewhere near the intersection of the Beaudesert - Boonah Rd. Or as we knew it then, The Overflow Rd. Half way across this road, marked on the R.A.C.Q. maps, was a station called "The Overflow". For years naive me thought "The Overflow" was where Clancy came from. I am/was gullible. Anyway, it was in this area that I made my first navigation mistake in my 60minute old career.

I had headed my phantom driver up a wrong road for a few miles. I woke up we were wrong when the next road didn't show up at the distance. After sorting out that we were indeed not where the instructions or I wanted me to be, we backtracked. Later drivers that I had navigated for would backtrack twice as fast as they forward tracked. This is because the clock is ticking and we had to regain the route as quickly as we could. This could be fraught with danger as if one navigator had made a mistake and was going back, it is conceivable that one might meet another crew that had made the same mistake coming toward you..

Over the years I have noticed with drivers certain things: -

When you are going back to the correct route after being temporally horizontally disadvantaged there is only one speed; Flat out.

And::::>>>>

When you are going back to the correct route after being temporally horizontally disadvantaged there is only one thing on the drivers mind; Kill the navigator.

But as the Phantom was in his first event he was sort of expecting this thus the return to route speed was reasonable. This was to cause us problems. When we were back at the intersection we re-joined the route no dramas and followed the correct route to the control.

It was here we realised our dilemma. The sweep had gone past whilst we were off course. I don't know which of the Self Boys was driving the sweep but because they both were experienced trials drivers they were not hanging about. For those that arrived late. Let me explain late time limit. This has been an item of mystery to some competitors and some cannot work it out. I shall do my best to explain. In a timed to the minute event every section is its own entity a bit like every hole in a game of golf.

As every golf hole has a par, every section has a time allowed for you to complete that section. As in golf, once you take a stroke it is added to your score and you have it for the game. In a timed to the minute event, every minute or part there of that you take to

complete the section in excess of the time that the organisers have allowed costs you one penalty point. That means that you are now that many points late.

For example. If you are two minutes late on the first section and four minutes late on the second section you have accrued six penalty points and naturally you are six minutes behind schedule.

The organisers set a late time limit for an event usually 90 minutes. That is the total time that you can be late or behind schedule for that portion of the event. Once you have exceeded your late time limit you now are more than the late time limit behind your schedule you are excluded from the event. There are ways that you can negate this and different rules for the last control but more of that later.

We had arrived at the control behind the sweep car but still within our late time limit. They had closed the end of section control! The officials had not yet left but they couldn't do anything as the clocks and all the paperwork had been picked up. Like Burke and Wills we were just a little too late.

There was only one thing to do and that was keep going and hope to catch the sweep. We did that and the next control which was near Croftby was also closed. The officials had not yet packed up and were putting out the fire when we arrived flat out. They also could not record our passage, I pleaded with them to put some mark on our card to prove that we had been there and at what time but to no avail. The chase was on again in the next section.

In some events it may have been possible to shortcut the section and thus get in front of the sweep but not this one. The event next went up the road that we knew as "The Head Road" but shown on current maps as "Carneys Creek Rd." Carneys Creek Rd was a steep windy dirt road with creeks blind crests; blind hairpin corners with big un-guarded drops, where, if you went off the edge, your cars rego would run out before you hit the bottom. The Phantom Driver was giving the worn out VW 1200 as much as he could but it was a long arduous climb. We once again got to the control, which was located at the junction of the Spring Creek Rd. (the Head Road) and the Kilarney Road. Same thing. Although we were travelling as fast as the VW would go we were no match for the Self brothers in their Holden up the climb and they were now further in front. This pattern continued across the Darling Downs to the division break in Warwick. We arrived at all the passage and end of section controls just too late to book in. We were losing 50 points for every end of section control and 25 points for every passage control that we arrived at but couldn't be recorded as reaching.

When we arrived at the division break at Warwick the organisers were amazed that we were still competing. They thought that we had retired. I explained what had happened

and asked to be credited with getting all the controls but they wouldn't do that. So the penalties stood. With my experience now I recon that I would have a good case for something to be done but I was new and naive and wasn't sure of myself to press the issue. I believe that the organisers must have been hoping that I did nothing because they would be scared that the first division would have been negated for the junior section.

I don't remember much about the rest of the event. There were two more divisions. The second division looped from Warwick across the Darling Downs and back to Warwick for another break and the third division took us back to Ipswich. The only points we lost in the second and third division were some time points for being a minute or two late, we lost no points in the navigation. We got every passage and every end of section control and got them correctly. In fact we were the best competitor in both Division one and two. And going by that it could be that the one mistake cost us at least first place in the junior section and possible a major place outright.

At the presentation the organisers presented us with a special trophy in recognition of the fact that we had done so well and were hard done by.

That was to be the one and only event in which I competed as a junior. I was "classified" after that event as a senior. "They" must have thought that I was on my way as a navigator; I was just so happy that I proved to myself that I could navigate.

Bring on the next one.

Part 4 Enter Erik Kruger.

# FOR SALE/WANTED

## For Sale

### **Toyota Celica GT4 Rally Car - \$15,000**

- Blue in colour
- Close ratio TRD gear box plus spare modified 1:1 5<sup>th</sup>
- 2 ½ sets of wheel
- Modified front lower control arms
- MCA suspension all-round
- ST185 gearbox -viscous centre diff plus spares
- ST185 rear torsion diff
- AP front brake callipers on large non-standard rotors
- Full chrome-molly cage front towers to rear towers including rear diff mounts
- Solid urethane engine and gearbox mounts
- Older Motec engine management
- Velo seats
- Very large sump guard
- Full floor protection plates
- Spare nose cut (lights, grill, bumper, all side bits)
- Lots of other spares and stuff
- Weeping head gasket
- O-ring on power steering pump start to leak last time I moved it, 10 minutes I will fix before sale

Call Liam on 0418 795 204

### **Pair of Velo GP90 Seats - \$200 each or near offer**

- Velo GP90 standard size racing seats
- Both need recovering (available from Velo) they have worn through on the wings near the hip area
- Not needed anymore as my new car came with seats
- Would prefer to sell as a pair but would consider separating

Call Nathaniel on 0417 219 061

### **15inch Rally Tyres - \$25 each**

- Four 15inch Dunlop rally tyres with approx. 90% tread

Call Tim on 0429 359 081

## Wanted

- Cheap Hyundai Lantra J2 or Excel X3 call Tim on 0429 359 081
- Used 14inch rally tyres for use in khanacross call Nathaniel on 0417 219 061

# EVENT RESULTS & REPORTS

## Young rally driver gives teachers a lesson

Year twelve student, budding young rally driver and NDSCC club member, Jordan Lawson, gave two of his teachers a lesson they won't forget in a hurry at the last DMSC khanacross event.



As part of a fundraising activity for battling farmers and Frontier Services, Jordan and his fellow school students from St. Marys College in Toowoomba, Queensland, dared two brave teachers to hop in a rally car driven by Jordan if they all raised enough cash for the charity. The fundraising target was swiftly reached and the teachers became the students and had to sit down, shut up and hang on as they got taken for a ride of their life.

Jordan has been part of his father's rally team since the day he was born and has been racing cars himself since he was twelve years old. He gave up the excitement of competing this weekend, rather taking the time to carefully strap in and helmet up each teacher and prepare them for a quick demonstration and lesson in driving skill and car control.

Jordan is part of a local car club that actively helps and encourages kids into cars and assists them in learning the skill of car control in adverse conditions, as well as preparing them for the next step into rallying.

While Jordan has his own rally car, he used his Dad's for this fun and fundraising opportunity. The car of choice was a 2002 VS Commodore Ute that Jordan's Dad, Jamie, rallies all over the country. It is a very competitive rally car, but most importantly, it is built to an extremely high level of safety.

So while these teachers may have feared for their lives, the reality was, they couldn't have been in safer hands. Jordan is a skilled and disciplined driver, the car is built to the highest safety standards and it all took place in an organised and controlled environment.

The idea came about quite a few months ago when Jordan was looking for a way to assist struggling farmers in the peak of the Queensland drought. Even though much of the immediate drought pressure has eased, a lot of the emotional scars and community issues still remain, and will for a long time. Frontier Services work in remote and regional areas and offer support and assistance to farmers, individuals and communities, right across Australia.

These two brave teachers who volunteered their time for the fundraising project were both very excited after being taken for a ride by one of their students. The ride was run in conjunction with a club Khanacross event that was held on Saturday, May 10. Jordan, his fellow students and the teachers, all raised \$750 through the fun, fundraising project.

## ARC Round 2 QUIT Forest Rally 2014

### ARC Outright

Position	Driver/Co-Driver	Class	Vehicle
1	Brendan REEVES, Rhianon GELSOMINO	G2	Mazda 2
2	Scott PEDDER, Dale MOSCATT	G2	Renault Clio R3
3=	Tony SULLENS, Julia BARKLEY	R3	Citroen DS3 R3T
3=	Adrian COPPIN, Tim BATTEN	R3	Citroen DS3 R3T
5	Alan ROE, Ben SEARCY	P4	Ford Focus
6	Sean KEATING, Caleb ASH	P4	Nissan Silvia S13

### 4WD

Position	Driver/Co-Driver	Class	Vehicle
1	Dylan KING, Lee TIERNEY	P5U	Subaru Impreza WRX
2	Doug TOSTEVIN, Tammy ADAMS	P5U	Subaru Impreza WRX STI
3	John O'DOWD, Ben SEARCY	P5U	Subaru Impreza WRX STI
4	Robert WEBBER, Anthony CHUDLEIGH	P6U	Mitsubishi Lancer Evo 9
5	Bradley MARKOVIC, Glenn MACNEALL	P5U	Subaru Impreza WRX STI

### Classic

Position	Driver/Co-Driver	Vehicle
1	Graeme MILES, Kathy MILES	Holden Commodore

## WRC Round 4 Rally Portugal 2014

1.	1	 S. OGIER	8:41.7		
2.	2	 J. LATVALA	8:45.0	+3.3	+3.3
3.	4	 M. OSTBERG	8:46.0	+1.0	+4.3
4.	5	 M. HIRVONEN	8:49.5	+3.5	+7.8
5.	9	 A. MIKKELSEN	8:51.7	+2.2	+10.0
6.	6	 E. EVANS	8:59.2	+7.5	+17.5
7.	16	 H. SOLBERG	9:02.7	+3.5	+21.0
8.	8	 J. HÄNNINEN	9:05.2	+2.5	+23.5
9.	40	 N. AL-ATTIYAH	9:06.7	+1.5	+25.0
10.	21	 M. PROKOP	9:07.8	+1.1	+26.1

## WRC Round 5 Rally Argentina 2014

1.	 J. LATVALA	M	4:41:24.8		
2.	 S. OGIER	M	4:42:51.7	+1:26.9	+1:26.9
3.	 K. MEEKE	M	4:47:19.5	+4:27.8	+5:54.7
4.	 A. MIKKELSEN	T	4:47:43.1	+23.6	+6:18.3
5.	 T. NEUVILLE	M	4:49:50.6	+2:07.5	+8:25.8
6.	 R. KUBICA	T	4:51:32.8	+1:42.2	+10:08.0
7.	 E. EVANS	M	4:51:57.0	+24.2	+10:32.2
8.	 M. PROKOP	T	4:53:28.7	+1:31.7	+12:03.9
9.	 M. HIRVONEN	M	5:01:19.6	+7:50.9	+19:54.8
10.	 N. AL-ATTIYAH	WRC2	5:04:35.0	+3:15.4	+23:10.2