

# Club Newsletter

## Issue 4 – 2014



Welcome to the next issue of the NDSCC Newsletter once again we have another khanacross event coming up so please get along and support the event with entries and officials. Please see inside the newsletter or [www.ndscc.asn.au](http://www.ndscc.asn.au) for more details and thanks to Jamie and Michelle Lawson for organising this event.

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 an interesting read. The next issue will be out at the start of October. I hope you enjoy reading and remember “straights are for fast cars, corners are for fast drivers”. Cheers Nat



Photo: Nathaniel Dillon/Graeme Offer 2005. Credit: Andrew Dillon



Photo: Mick Barry/Graeme Offer 1984. Credit: Adrian Dillon

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Photo: Tristan Carrigan/Andrew Carrigan 2001. Credit: Andrew Dillon

# PRESIDENTS REPORT

There is no Presidents Report for this newsletter as our president is current out and about travelling the deserts and sand dunes of Australia.

All I can say on his behalf is please get along and support the club khaanacross on 16<sup>th</sup> August. Thanks to Jamie and Michelle Lawson for putting up their hands to be another different Clerk of Course and Event Secretary for the club is it great to see more people getting in and sharing the load around.

I encourage everyone to get along and have a run or help out.

Cheers Nat

# 2014 CALENDER

*16TH AUGUST – NDSCC – KHANACROSS – LOCATION HIRSTGLEN*

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

12 TO 14TH SEPTEMBER – WRC – COFFS HARBOUR

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

4TH OCTOBER – BSCC – MULTI CLUB RALLY – BENARKIN

8TH NOVEMBER – BSCC – QRC 6 – KENILWORTH

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



Photo: Dave Gaines/Nikki Doyle 2006. Credit: Steve Andrews

# UPCOMING EVENTS & TEAM NEWS

## NDSCC Khanacross Hirstglen

Our next khanacross events for 2014 will be run on 16<sup>th</sup> August at Hirstglen. A brief outline on event details is listed (as a guide) below please **ensure that you read the regulations** on [www.ndscc.asn.au](http://www.ndscc.asn.au) for all the information.

Entry fees: Juniors 12 to 17 years \$20 / Adults \$50

Entries close: 13<sup>th</sup> August

Event times: Scrutiny at 8am event finish approx. 4pm

Classes: Class A: 0cc to 1200cc, Class B: 1201cc to 2000cc, Class C: 2001cc and over, Class D: AWD & 4WD, Class E: Junior 12 – 13 years, Class F: Junior 14 – 15 years, Class G: Junior 16 - 17 years

## The BP-to-BP Tour

The Brisbane sporting car club is conducting a family fun day on Sunday the 10th August 2014.

It is in the form of a Family Fun Run in cars.

Starting at 9am at the BP service station northbound on the M1 or Bruce highway just after exit 146 at Burpengary and ending at the BP service station on the D'Aguilar highway at Wamuran about 4/5 hours and about 200 kilometres later.

The ability to read a "Refidex" type street directory map is required. A map and written instructions will be issued to all crews the map has all street and road names written on the map. The crews have to follow the specified course collecting the answers to questions along the route. We will supply other instructions if you don't believe that you can read the map.

The course contains approximately 17 kilometres of dirt roads in five different pieces, the longest piece is approximately 5 kilometres. The shortest about 1.5 kilometres. We have included instructions that allow you to bypass the dirt should you wish.

There is time for a refreshment break along the way and maybe a BBQ at the finish. I'm still working on that. It is really just like reading a refidex and all the questions are easy to find, as the idea is to just make sure that you go the correct way.

There is a Facebook page at <https://www.facebook.com/groups/1474456186127148/>

That has details and I can be contacted at [lauriegarh@internode.on.net](mailto:lauriegarh@internode.on.net) or phone 0434886282.

Entry fees etc. will be advised at a later date.

Laurie Garth



Club member and co-driver, Erin Kelly has just wrapped up the 2013/14 Australian Targa Championship taking out 1<sup>st</sup> place in Showroom with Sydney driver, Adam Spence in their Renault Megane RS265. The team are planning their attack on next years' season and have big things in store! To keep up to date on the team and their progress, visit [redbackracing.com.au](http://redbackracing.com.au) and while you're there, sign up for their newsletter.

Anyone who would like more information on Targa events or is planning to compete in their first Targa event and would like to learn the ins and outs, please feel free to get in touch with Erin via Facebook or email, [erin.kelly@live.com.au](mailto:erin.kelly@live.com.au).

# GARTHS POTTED HISTORY OF RALLYING FROM GARTH POINT OF VIEW

## Chapter 4

### Kevin appears on the scene.

After my first experience as a navigator I was ready to go again. I thoroughly enjoyed the experience and thought that this navigation stuff is for me.

A Brisbane Sporting Car Club event was coming up, probably a Warana rally, and one night at the Car Club I was approached by a young bloke by the name of Kevin Slowman (that was not his name but lets keep this confidential). He was from North Brisbane way and knew Lloyd Robinson of Volkswagen fame.

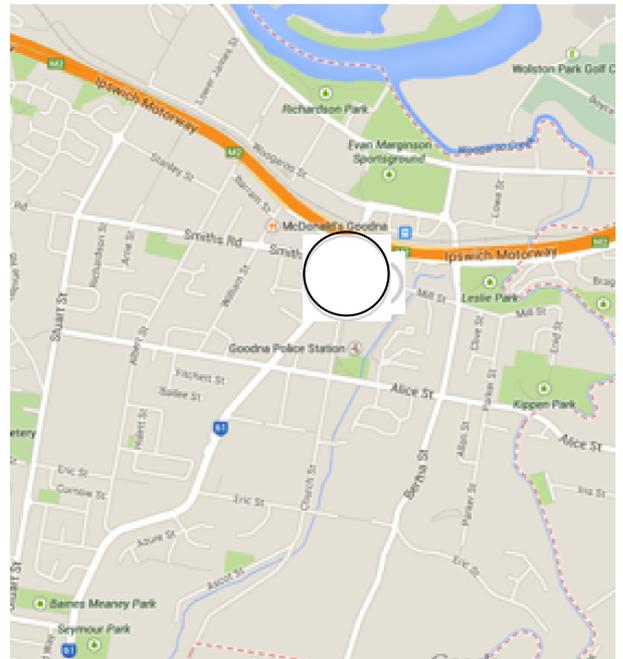
Kevin had a VW beetle that had been modified from new. If I recall correctly; from the time of purchase the 1300cc barrels and pistons were removed from the motor and replaced with 1600cc barrels and pistons. This gave the car approximately a 23% increase in capacity. It was also fitted with twin carburettors and an extractor exhaust system. After all this work Kevin ended up with quite a powerful Volkswagen.

I agreed to navigate for him because I was keen to navigate again and as no one knew me it was good to be asked. The Volkswagen was quick, unfortunately Kevin wasn't. I could see that he wasn't using the VW to its fullest potential and that was frustrating. I have always been of the mindset that if the driver owns the car then he calls the shots as to how fast we travel. He/she has to pay the bills re the car repairs and if he/she isn't able to drive faster I don't want to be finding out about his/her lack of driving skills as we leave the road just after I urged him to get his finger out. There is nothing like being with a driver that is trying to impress you with his/her driving skills when he/she hasn't any. I have been in that situation and it was a scary ride!

The first event for Kevin and I was possibly an Ampol Warana Rally. These events were a round of the Australian Rally Championship and as such were fairly big deal. For some reason the organisers decided that as part of the non-ARC bit the juniors had to decorate their cars and there was a prize for the best-decorated car. I couldn't work it out either but whatever. I must admit our decorations were quite a lacklustre affair. The cars navigation equipment was a great improvement on the previous Volkswagen. It had a speedo mounted in front of the navigator. No resettable odometer but at least I could now see the distance. It was still in miles, no tenths but much better than before. Unfortunately I could see just how slow we were going. The speedometer as well as the odometer was working. These were cable driven from the front wheel of the Volkswagen. A cable ran from the speedo to the front wheel hub, which had a hole through it. The inner and outer cable passed through the centre axis of the hub and the inner cable continued through a square hole in the grease cap. Simple but effective. (Sort of like me at times.)

I reported previously I remember only a little regarding the event; and I am going by memory of events from 47 years ago as I write. (Oh why didn't I keep notes?)

The event Started at Ampol house in Brisbane city near the police headquarters and headed out Via Oxley way; Heading down Blunder road at Oxley, which would have been mainly dirt then to the Greenbank area and up Old Logan Road to Goodna. We stopped at a control in the Goodna area as Goodna was still quite rural then and it was not unusual for an event that started in Brisbane to have completed two or three sections before getting as far out of town as Goodna. For example old Logan road, which has now been renamed, from Greenbank to Goodna was quite a challenge. It went Via Warwick Toowoomba and out to Dalby way. Over Bunya Mountain and down through Maidenwell. Back through Crows Nest and down the range to Esk.



These events were about 500 miles long! That is about 800 kilometres for those that can't handle imperial measurements.

It was not unusual to have a 10 am Saturday morning start, go all morning and afternoon. Have a break of about one hour for tea if you were lucky and the organisers were not trying to close the field, carry on all night and finish about 10 am Sunday morning.

At the Goodna control Graham Griffith, who was driving a Datsun 1300, arrived limping back down the bitumen from the wrong direction. It seems that graham had had two flat tyres and was out of spares. He had managed to get the tyre off the rim and stuffed it with grass and was now looking for someone with an extra spare.

This was a Queensland Saturday afternoon in about 1967 / 1968 and nothing in Brisbane was open after about 12 noon on a Saturday, including service stations. In those days you didn't let a little thing like no tyres stop you in a rally. I cannot remember if he managed to find a tyre or not; as I said, "I should have kept notes."

In those days the idea of having specific car for rallies was unheard of. Even having specific tyres for rallies was new. Most rally cars were the driver's personal transport and tyres were the ones that you ran every day road use. Later people discovered that Goodyear made a tyre called a 'Suburbanite'. Some bought these for their car and ran these. I actually bought two retread surbanites for my VW. I used these on the road and for motorkhanas etc. fun on wet bitumen.

More about Suburbanites at a later time.

It was in this event that I had my first episode with the C.A.M.S bureaucracy. This was a mapping event, as they all were, and run in daylight then night then daylight. One of the reasons for the

daylight running was to save the expense of driving lights. If you read through the B.S.C.C. minutes you will find that this came up at a committee meeting one time.

We had just left a meal break at Warwick and the start of the second division had us heading the west. The old type RACQ map was the official map for the event. These were generally out of date with regard to new roads, as at that time we had no satellites to sort out maps, no computers. It all had to be updated by hand. Cartographers actually drew the maps by hand. There were many realignments that did not appear on the old RACQ map and as it was a mapping event you could only use roads that were actually shown on the official map.

The instructions were to enter an intersection from the east via the shortest mapped route and using 3.8 mapped miles of highway. (It may have been more or less but 3.8 will do for the point of the explanation.) This means use the mileage as printed on the map even though in actual fact the distance may be slightly longer or shorter in real life on the ground. In navigation events, the map is always deemed to be correct and printed distances take precedent over measured distances. This is all in the C.A.M.S rules, which seem to be read by a minority of competitors and understood by fewer.

I had worked out a route that used exactly 3.8 mapped miles of road. We rocketed around this route only to find that we had missed a passage control. We had travelled 3.8 miles of mapped highway and turned off the highway at the road junction at that point. The organisers wanted us to travel the 3.8 miles of highway then use about  $\frac{1}{4}$  of a mile of highway past that point highway past the junction then turn off.

As I said, this was to be my first experience of the CAMS bureaucracy.

We were penalised for entering a passage control from the wrong direction, which cost us about a 30-point penalty. This put us way down in the results and we had not incurred any navigation penalties to this point it added 30 minutes to our score.

After the event we lodged a protest on the penalty due to organiser's interpretation of the instructions allowing for more than the distance on the highway.

The Protest hearing was to be held at the organiser's premises.

The steward was a good friend of the organiser.

There was only one steward.

The steward continued to refer to the extra  $\frac{1}{4}$  mile of road a "miniscule distance" I often reminded him that it wasn't Miniscule and any distance over the 3.8 miles was wrong.

Any one notice any possible conflict of interest problems in this? Now I would have insisted on a different venue three stewards etc. but then we were naïve.

Kevin Slowman, as the entrant had to lodge the protest, which on paper, he did, but it was up to me to present the case. It seems that the navigators know more about what is going on with regard the rules than the driver. We were treated like 'what would he know'. That young upstart of a Smart Alec navigator. How dare he challenge us?

We of course lost the protest.

Lesson one. Never trust anyone or expect a fair deal when the old boys network kicks in.

As we came off the Bunya Mountains and were waiting at a control, Bob Lindsay, the navigator for Jack Read in the Mini van stopped at the control.

Jack Read and Bob Lindsay had entered the event in a Jacks Mini van. Never one for visual preparation the mini was "special". It had a huge auxiliary petrol tank fitted in the back of the mini and two petrol lines running through the van to a Y type tap located under the dash. Nothing was fixed in place it just sort of hung there on the plastic fuel lines.

Early in the event, one section passed through about 10 gates in about 8 miles. You do the maths.

The Problem was at this stage of the event the Mini had lost the clutch, it wouldn't disengage. At every gate the Bob had to leap out whilst the car was in motion and try to beat the car to the gate, then open the gate, let the mini through, shut the gate, then chase the Mini and get back in. If they were lucky there was enough space for the Mini to do u turns whilst the navigator got out the went through the gate then do u turns on the other side until the navigator got in.

Bob came up to the control. He was covered in dust with eyes bloodshot from the dust. He sort of said, "Never again will I navigate for Jack".

By now the Mini had lost the clutch, the windscreen and had only one headlight for lighting. They lost the driving lights and the other headlight when the wiring under the dash caught fire.

The petrol lines connected in a Y piece under the dash so the driver could change the tanks on the go was leaking! The Petrol line Y piece was dripping petrol right where the wires were shouldering. Apparently when the under dash wiring started to go up all Jack did was to reach under the dash, without slowing and grabbed handfuls of wires and pulled them out till the smoldering stopped.

Bob Said, " I hope we crash or the bloody thing blows up so we can just stop!"

I think Kevin and I competed in a couple of events with spectacular mediocrity.

One of which could have been a Castrol Safety Drive.

The Castrol Safety Drive was an event organised by the B.S.C.C. and was open to anyone under 25. The first prize was a new car. I didn't occur to me to lodge an entry for my wife and I to try to win the car. Nope dopey slow off the mark Laurie agreed to navigate for Kevin Slowman, who couldn't drive out of site on a dark night.

The Castrol Safety drive consisted of a navigation day run, mainly around the outskirts of Brisbane in the rural area. Up as far as Caboolture. Observers were situated around the course to watch for traffic breaches from the competitors, i.e. not coming to a complete halt at stop signs, wheels drifting across the white line on windy roads like the ones found between Samford and Dayboro. Etc.

After the mapping section we went to the old Kelvin Grove army barracks where driving tests were held. Reversing up to a flag and stoping as close as you can without hitting it. Slalom through

cones. The Blind folded driver being directed through a course between flags by the navigator. A slow driving test where we should have excelled but Kevin Slowman could get the hang of that??

Many more tests were held. Once again the navigation was no problem but the driving tests let us down.

Kevin Slowman had one other feature; He wouldn't go home. He visited our flat one night. Arrived about 7pm. Despite many hints he wouldn't go home. I was saying how I had an early start in the morn etc. Going on about 1 am I just got up and said. "I'm going to bed" and left him there with my wife. She wasn't too happy about that.

Eventually I don't know what happened but I Kevin disappeared and I was on the lookout for another ride. It was so frustrating to be on course all night and being passed by everyone including cars that should have been retired. We were way down in the results due to timing penalties even though we had no navigation penalties.

Surely if I hung around enough a prospective driver would show up.

One did.

Little did I know that for the first rally the drivers wife would be in the back seat with a cane picnic basket and that she wouldn't say one word to me throughout all the event.

More about that next episode.

# 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 - \$150 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

## Stilo Trophy Clubman (Medium) - \$300



- Stilo Trophy Clubman size medium 57cm
- Factory fitted intercom system
- BS6658-85 Type A/FR Standard
- In good condition
- Only selling due to upgrading to a HANS capable helmet. Great helmet for club rallying and khanacross events

Call Andrew on 0417 068 347

## 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



Photo: Wayne Bell/Iain Stewart 1998. Credit: One of the Dillons

# EVENT RESULTS & REPORTS

## QRC Round 2 International Rally of Queensland 2014

### QRC Outright (Provisional)

Position	Driver/Co-Driver	Class	Vehicle
1	Van TUINEN, KELLY	N4	Subaru Impreza WRX STi
2	DAVIDSON, BRYANT	P6U	Subaru Impreza WRX
3	SWART, DAVIES	P5	VW Polo S2000
4	MENZIES, BAXTER	P6	Mitsubishi Lancer Evo VIII
5	MCCONKEY, JOHNSON	P6	Toyota Celica GT4
6	WESTON, WRIGLEY	P2	Ford Fiesta
7	WEDDING, JEFFERIES	P3	Datsun 1600
8	WEBSTER, PRESTON	P6	Subaru Impreza WRX
9	NORTHAGE, KUCHARSKI	P2	Mitsubishi Mirage
10	MENZIES, MCGOWAN	P6	Mitsubishi Lancer Evo VI
11	JANSEN, MCINTOSH	P3	VW Polo
12	HARBECK, BEST	Classic	Toyota Celica TA22
13	COX, O'DONNELL	P6	Mitsubishi Galant VR4

### Clubman Outright

Position	Driver/Co-Driver	Class	Vehicle
1	BYRNE, BYRNE	P4	Datsun Bluebird

### All Comers Outright

Position	Driver/Co-Driver	Class	Vehicle
1	DILLON, DILLON	Allcomer	Hyundai Lantra
2	MCKENNA, DAWSON	Allcomer	Suzuki Swift
3	TRUSCOTT, MCCOY	Allcomer	Datsun 180B

## QRC Round 3 International Rally of Queensland 2014

### QRC Outright

Position	Driver/Co-Driver	Class	Vehicle
1	DAVIDSON, BRYANT	P6U	Subaru Impreza WRX
2	MENZIES, MCGOWAN	P6	Mitsubishi Lancer Evo VI
3	LAWRENCE, ANDREWS	P5	Mitsubishi Lancer Evo VII
4	SMART, MCCARTHY	Classic	Datsun 180B SSS
5	BROWN, BANISTER	P6	Mitsubishi Lancer Evo VI
6	CASPER, HAMILTON	Classic	Ford Escort
7	COX, O'DONNELL	P6	Mitsubishi Galant VR4
8	NORTHAGE, KUCHARSKI	P2	Mitsubishi Mirage
9	WEBSTER, PRESTON	P6	Subaru Impreza WRX
10	JANSEN, MCINTOSH	P3	VW Polo
11	HARBECK, BEST	Classic	Toyota Celica TA22
12	WESTON, WRIGLEY	P2	Ford Fiesta

### Clubman Outright

Position	Driver/Co-Driver	Class	Vehicle
1	BYRNE, BYRNE	P4	Datsun Bluebird

### All Comers Outright

Position	Driver/Co-Driver	Class	Vehicle
1	FERON, JEFFREYS	Allcomer	Datsun 160J
2	TRUSCOTT, MCCOY	Allcomer	Datsun 180B
3	MCKENNA, DAWSON	Allcomer	Suzuki Swift

## ARC Round 3 International Rally of Queensland 2014

### ARC Outright

Position	Driver/Co-Driver	Class	Vehicle
1	PEDDER, MOSCATT	G2	Renault Clio R3
2	REEVES, GELSOMINO	G2	Mazda 2
3	SULLENS, BARKLEY	R3	Citroen DS3 R3T
4	BOADEN, CHEERS	G2	Volkswagen Polo Vivo
5	COPPIN, BATTEN	R3	Citroen DS3 R3T
6	WILSON, THOMPSON	N3	Ford Fiesta ST

### 4WD

Position	Driver/Co-Driver	Class	Vehicle
1	ROBERTS, GLEESON	P6	Mitsubishi Lancer Evo VI
2	DAVIDSON, BRYANT	P6U	Subaru Impreza WRX

## Classic

Position	Driver/Co-Driver	Vehicle
1	BATES, TAYLOR	Toyota Celica RA40
2	MONKHOUSE, RYAN	Datsun 180B SSS
3	BADENOCH, DUNBAR	Toyota Celica RA40
4	FACKRELL, WOOLLEY	Ford Escort RS1800
5	LASIJCZUK, LASIJCZUK	Datsun 180
6	HARBECK, BEST	Toyota Celica TA22

## WRC Round 6 Rally Italy Sardegna 2014

1.	1	 S. OGIER	4:02:37.8	
2.	4	 M. OSTBERG	4:04:00.9	+1:23.1
3.	2	 J. LATVALA	4:04:10.6	+1:32.8
4.	9	 A. MIKKELSEN	4:05:17.1	+2:39.3
5.	6	 E. EVANS	4:07:19.6	+4:41.8
6.	21	 M. PROKOP	4:08:43.1	+6:05.3
7.	16	 H. SOLBERG	4:09:53.6	+7:15.8
8.	10	 R. KUBICA	4:14:56.8	+12:19.0
9.	37	 L. BERTELLI	4:17:59.9	+15:22.1
10.	12	 K. AL QASSIMI	4:19:27.1	+16:49.3

## WRC Round 7 Rally Poland 2014

1.	1	 S. OGIER	2:34:02.0	
2.	9	 A. MIKKELSEN	2:35:09.7	+1:07.7
3.	7	 T. NEUVILLE	2:36:15.5	+2:13.5
4.	5	 M. HIRVONEN	2:36:34.4	+2:32.4
5.	2	 J. LATVALA	2:36:35.1	+2:33.1
6.	8	 J. HANNINEN	2:36:51.9	+2:49.9
7.	3	 K. MEEKE	2:38:29.9	+4:27.9
8.	20	 H. PADDON	2:38:34.1	+4:32.1
9.	16	 H. SOLBERG	2:39:01.0	+4:59.0
10.	21	 M. PROKOP	2:40:13.3	+6:11