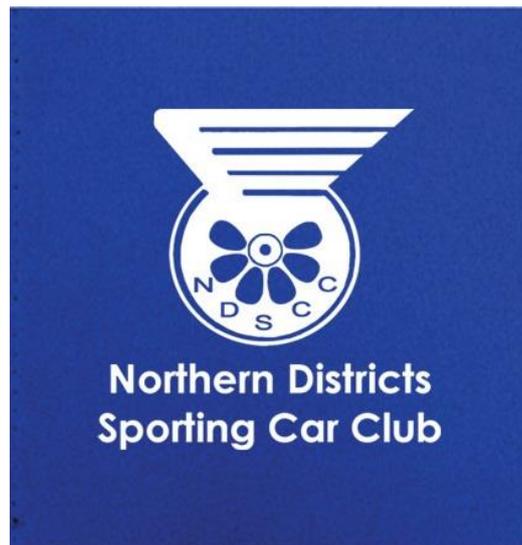


Club Newsletter

Issue 6 – 2014



Welcome to the last issue of the NDSCC Newsletter for 2014. The club has had a bit of a lean year but as you will see in the calendar for next year we do have some big plans for 2015 but we need your help so pitch in and help out your club. This can be anything from volunteering your time at a kharacross if your car is not ready to compete or putting your hand up to organise an event or take up a position on the clubs committee.

From a personal point of view I would like to say a huge thank you to Julie who has let me organise day run and kharacross events and write newsletters all year as well as other bits and pieces all while she looks after our two young daughters. On top of that a big thank you to all the people who help out at our events and run our club there is only a small group of people who do a huge amount of work.

Your input as a club member is required to help keep this newsletter going please send me anything you would like published or any feedback you have. 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 Once again thanks to all those who have contributed to the newsletter this year. The next issue will be out at the end of January. I hope you enjoy reading and have a great Christmas and New Year and remember "straights are for fast cars, corners are for fast drivers". Cheers Nat



Photo: Robert Parkinson/??? 2011. Credit: Nathaniel Dillon



Photo: Daniel Ross/??? 2012. Credit: Nathaniel Dillon

TABLE OF CONTENTS

PRESIDENTS REPORT.....	3
2015 CALENDER.....	4
UPCOMING EVENTS & EVENT REPORT	5
GARTHS POTTED HISTORY OF RALLYING FROM GARTH POINT OF VIEW	6
EVENT RESULTS & REPORTS.....	11



Photo: Ian Armstrong/Brian Armstrong 2012. Credit: Col

PRESIDENTS REPORT

Well as 2014 draws to a close the club continues to operate at a quieter level than in previous years.

A great year for club members Matt and Erin taking out the 2014 QRC title.

The club unfortunately had to cancel the Christmas party khanacross due to some badly needed rainfall. with nearly 50 drivers nominated to compete. It would have been a good test for the small organizing committee and a big thank you to Nat for his efforts and also for the great newsletters throughout 2014.

The events present a good problem so to speak with so many entrants.

Club members need to decide do we restrict numbers or accept everyone and have less runs?

I would be interested to hear your views on this subject.

A big personal thanks to all the NDSCC committee members for their time and also to Jamie and Michelle Lawson and Ed Williams for all that they do for NDSCC. Huge thanks also to Robert and Brooke for the use of their great property and their friendship to all that visit them.

All the rally community needs to consider how they can help out their sport with most rally organising committees being well into and past their 50's and for the sport to continue younger members must step forward. Yes I've heard all the excuses that they are time poor and have to work etc and guess what so do all the folk that run these events.

The same applies to the NDSCC committee that will be stepping down on the 6th of February.

So plenty of notice to attend the AGM at KCF and put your name and ideas up for consideration.

Have a safe and happy Christmas and hope to see you on the 6th.

Best Regards

Adrian

2015 CALENDER

6TH FEBRUARY – NDSCC – AGM – KCF RALLYSPORT WORKSHOP

7TH FEBRUARY – QRAP RALLY DINNER

14TH FEBRUARY – BSCC – MULTI CLUB RALLY – JIMNA

21ST FEBRUARY – QLD CAR RALLYING REUNION – CABOOLTURE

7TH MARCH – NDSCC – KHANACROSS – HIRSTGLEN

21ST MARCH – BSCC – QRC ROUND 1 – MANUMBAR

18TH APRIL – BSCC – MULTI CLUB RALLY – JIMNA

2ND MAY – NDSCC – KHANACROSS – HIRSTGLEN

16TH MAY – CQMSC – QRC ROUND 2 – WOWAN

30TH MAY – NDSCC – KHANACROSS – HIRSTGLEN

20TH & 21ST – BSCC – QRC ROUND 3 & 4 (IROQ) – IMBIL

4TH JULY – NDSCC – KHANACROSS – HIRSTGLEN

15TH & 16TH AUGUST – GCTMC – QRC ROUND 5 – BORDER RANGES

29TH AUGUST – NDSCC – RALLY – HIRSTGLEN

11TH TO 13TH SEPTEMBER – RALLY AUSTRALIA – COFFS HARBOUR

26TH SEPTEMBER – NDSCC – KHANACROSS – HIRSTGLEN

7TH NOVEMBER – BSCC – QRC ROUND 6 – IMBIL

5TH DECEMBER – NDSCC – KHANACROSS - HIRSTGLEN

UPCOMING EVENTS & EVENT REPORT

NDSCC Khanacross & Christmas Party at Hirstglen

Unfortunately due to rain the khanacross event and Christmas party that was scheduled for the 6th December didn't happen as planned. I must say this rain was much needed across the Darling Downs and it certainly shows now that everything has greened up nicely for Christmas. As the Clerk of Course for the event I would like to thank all those who volunteered their time to help out and also those of you who entered the event. It would have been a cracker with over 45 entries received. Another big thanks must go to Robert and Brooke for use of the property.

NDSCC AGM

The club AGM will be on 6th February at the KCF Rallysport workshop. Some of the committee positions will be up for nomination please have a think about how you might be able to contribute to your club. Remember without volunteers this club doesn't operate.

Queensland Car Rallying Reunion

For anyone who was involved in mapped and route charted events up to 1989 there is a reunion happening on 21st February 2015 from 5pm to midnight at the Caboolture Lakes Bowls Club, Centenary Lakes, Morayfield Road, Caboolture. The event is \$35 per head, all enquires and RSVP's to Laurie Garth on lauriegarth@internode.on.net

GARTHS POTTED HISTORY OF RALLYING FROM GARTH POINT OF VIEW

The Bill Beverley era

The Mayfair's rally.

The end of a great (?) partnership.

Following the reasonable effort in the previous event Bill ask me to again navigate for him. This time in the Mayfair's Rally. This was an event organised by the Queensland Motor Sports Club (QMSC).

The Queensland Motor Sports Club was based in what they called QMSC house but was actually Cintra house, located in Boyd St. high on the hill near Cloudland Ballroom at Bowen Hills overlooking the city and Newstead. Up until 1962 there was a wooden funicular located between Cowlshaw and Dunlop streets, it ran from Newstead road up to Cloudland Ballroom. It was removed in a short-sighted move by someone in authority in 1962. I can remember it well but I cannot remember if I ever travelled on it. Cloudland Ball room was used for dances and some rock and roll shows. I saw Buddy Holly and the Crickets, Jerry Lee Lewis, Paul Anka and Jodie Sands. We didn't get one star at a show, we got four. Great days. The Deen Brothers demolished Cloudland Ball room in 1982. Cintra house still stands as a gallery.

<http://www.ozatwar.com/locations/camplunapark.htm>

The QMSC was primarily involved with running motor racing events at lakeside but did organise one rally per year as I recall.

Mayfair's was a car parts retailer not unlike Bursons / Repco are today and sponsored the event.

Sometimes called the summer time rally or the Australia day rally as it was held in January, it was the first round of the Queensland Rally Championship (QRC). This navigation road event was directed by Steve Jackson, a name familiar with rallyists of the era, and was run around the area north of Moore and up toward the Yarraman, Nanango, Kingaroy areas.

I was still relatively new at the maps but I was doing well until we came to a section around the southern edge of the east Nanango forest. The instructions were to travel to a point on the map. If you looked carefully at what appeared to be the shortest route there was a short section of road that was not shown on the map. The road just stopped then started again so that about a 1 mile section was missing from the map. I noticed this and plotted a route that avoided the unmapped section and off we went. We were really late when we got to the end of section control about 30 minutes at least late. It seemed that the time allowed might have been wrong. When the results came out it was that you had to use the unmapped road. I couldn't figure this out. How could the shortest mapped route use a road that was not shown on the map?

After asking people it was pointed out that the instructions did not require you to use the shortest mapped route. In the past it was that the organisers always required you to find the shortest mapped route. Either the rules changed or the previous organisers were wrong because the current rules stated roughly 'the route between vias shall be free provided all the requirements are met'. This means that you can go whatever way you wanted provided that you; left the start in the way indicated, and if there was no direction of exit you could leave any way except back through the control. You had to visit the via locations from the required direction, if specified; and arrive at the end control via the required direction, if specified.

All the other crews chose to take the punt that there was in fact an unmapped road joining the two ends of the mapped road. How they knew that I do not know. Maybe it was that the gap in the road was quite small and no one else saw that the road did not continue through. I have no idea but we were the only ones that did not use the unmapped road.

When Bill saw the results he must have decided that he needed a new navigator because I was not asked again to navigate for him. Bill asked a well-known navigator, Brian Gemmel to navigate in future. This proved to be a good move on Bills part as he and Brian won the QRC sometime after that. We did win a trophy for that event. I cannot recall what it was for but it was a plug in hand held Quartz Iodine spotlight. At this point I had won a trophy in every event in which I had navigated. We did win a trophy for that event.

First navigation job with a champion.

The Bill Beverly miscalculation left me with no ride. Bill was a determined man and he was not impressed with my skills so he asked a well-known navigator, Brian Gemmel to navigate in future. I cannot remember who Brian was navigating for at the time but I remember that Brian did navigate for Lloyd Robertson in the potent Volkswagen around that time.

This proved to be a good move on Bills part as he and Brian won the QRC sometime after that.

What to do? As it turned out the bloke who got me started in rallies, Mike Chapman, was short of a navigator in the next BSCC event so we teamed up. It was a double edge sword. Here I was a relative newbie navigating for a previous QRC winner. It was a feather in my navigation cap but also a lot to live up too.

Mikes rally car / work car / daily driver was an HR Holden station wagon. A little frayed around the edges as at one point it had hit something from behind and the bonnet had adopted a pug nose look. The HR had a Three speed column change 186 motor; but it did have disk brakes on the front and a L.S.D. it ran either retread suburbanite tyres or at one point I remember that Mike bought four Goodyear Polyglass tyres. Not rally pattern but he either thought that they could be ok or they were cheap. I don't know what ever happened to the Polyglass range, they are not around now.

During the week Mike's station wagon was loaded up with all sorts of electrical paraphernalia and usually on the weekend also. But come rally time it was prepared by unloading the electrical stuff. That's what you did in those days. When Mike won the QRC it was in an EH Holden station wagon. 179 6-cly motor, three speed column change and drum brakes. Once again it was work vehicle / rally car / Daily driver.

Apparently the EH would do 100 MPH with the electrical hood racks on and 105 MPH with the hood racks off. So to improve the aerodynamics>>> remove the hood racks.

I cannot remember the rally but it transported to Haigsleigh between Blacksoil and Marburg on the Warrego highway. I was not happy where the end of section control was located. We were using RACQ maps and to my reckoning the organiser, Charlie Blake, had set the control one intersection out from the mapped intersection specified. There was only one intersection shown on the map but two in real life. I calculated that we were about one mile short of the mapped intersection, the intersection and road where the control was set at was not shown on the map

If the control was at the intersection where the instructions said then we had to turn right out of control. If it was where I calculated, which was about 1 mile short of the place indicated on the map, we had to travel about one mile down the highway then turn right.

I then started to doubt my calculations, after all I was the new boy and Charlie had been around for ages I didn't know what to do. Others were turning right but we were not where he said we were on the map, I was sure that we had to go straight on to get to the intersection.

I stuck with my calculation of our position. We left straight on and at the required distance there was the intersection and the road as mapped. We turned right and Mike opened the HR Holden Wagon up.

The road was good for a few miles than stopped at a dead end. Damn. We had to retrace our steps back to the highway and head back to the other road. I was correct re the placement of that control. The road shown on the map didn't go through! The unmapped road where the control was located did go through! As one who "suffers"(/) from Asperger's syndrome I see things as Black or White. No grey area. I believe that this is one of the reasons that I can read maps quite easily.

I believe that when looking for the roads when organising, they saw the road that went through and thought it must have been the one on the map. The one that went through even came out at the wrong place on the Marburg Road. It was a case of the road that was shown on the map did not go through and the one that did go through was not shown on the map. I have checked the area since and I was correct but it is difficult to tell the director who has been around for ages and you are the new boy.

At a later time I would strike this again when navigating in Victoria using the Broadbent series of maps. A Mr Broadbent drew these maps using a bicycle as a method of transport and the rumour was that he had a flagon of port to ward off the chills. It is not unusual for roads on the Broadbent map to start off as one road and end as another. It would seem that he would plot the end of a road heading say north when cycling say west along a road mapping as he went. Later whilst heading East along another road he would see a road joining from the south and assume that it was the other end of the road that he had seen previously. As a consequence I, and most of the field, have never managed to locate "Daisy Hill", a mapped place in Western Victoria, that we had to pass through in a BP rally. Most of the field couldn't find it on a wet Friday night in one of the BP rallies thanks to Mr Broadbent's maps.

Back to Mike. After the start things went ok. The route wound through the roads of the Brisbane Valley and headed up to the north of Kilcoy then across Sunday Creek road to the Kenilworth area and to the division break at Nambour. Night fell and after a while we noticed that the outside world was growing dim.

We checked. Nope we weren't wearing sunglasses. It appeared that we were losing electrical power. Here we go again.

The battery was not being charged. We had to conserve power. Mike switched off the driving lights. This held things for a while but soon the engine started missing due to lack of voltage for the coil to produce the spark for the spark plugs.

We dropped the headlights to low beam, the miss went away. If we were to stall the HR on the flat then we would be in trouble. Soon the miss returned. It became really bad and the situation was so bad that Mike turned off all forward facing lights. That helped for a while and the miss went away. I tried to use the handy dandy plug in hand held spot light that I had won in the afore mentioned Mayfair's rally by holding it out the window. This worked for a while but again the power drain was too great and the engine was missing again.

Did Mike stop? No

Did Mike Slow down? No.

He just turned all the lights off and continued at an unabated speed, flicking the lights on every now and again to see if there was a corner then turned them off.

We pressed on into the gloom. I turned off all the instrument navigation lights except the map light to save power. We had no lights working and the engine was barely pulling the car. It would cut off if Mike hit the brakes. The answer? Don't brake. You don't win QRCs without having a go. This worked and we got to the end of the competitive section control.

We had to tail a competitor in the last transport section to the Nambour division break with our lights off.

Eventually the lights of the Shell Panorama drive way service station up on the hill hove into view. On the steep climb up the old highway to the service station the car developed a quite serious miss and progress slowed. We somehow limped on to the drive and toward the control and I flicked on the 3-watt navigation light to check the time and the engine stalled. I quickly turned it back off and we somehow lurched past the control board into control and the engine conked, as they say, out! That was close.

We were expecting a major electrical drama but all it was a loose fan belt it didn't have the usual loose fan belt squeak and the alternator was turning enough to keep the charge light off. It seems that the fan belt was loose.

The irony is that both Mike and I are electricians. Why did we not stop to have a look? Who knows? Probably as the charge light was out we didn't think it was to be an easy fix and while you are going 'keep going.

Fan belt tightened and a push start to get the motor running we were off on the second division. This headed toward Gympie. We completed a couple of navigation sections and then there was one that was a little different.

The next section was a shortest mapped route navigation had no vias. The instructions were in the form of out of bounds points on the map. That meant a list of places that you couldn't pass through. The idea was

that you plotted all the places where you cannot go and work out the shortest route to the end of section control not passing through these places. All the out of bounds were on the western side of the Bruce highway between Yandina and an intersection north of Gympie. This method is fraught with danger as it only tells you where you should not go, not where to go.

After plotting it was possible to work out a torturous route that went near Kenilworth, Imbil, Kandanga, Amamoor then west of Gympie crossing the highway north of Gympie and cutting back south on the eastern side of the highway to the end of section control. The route wound back and forth north, all the time missing the out of bounds locations on the western side of the Bruce highway. I drew the course on the map and sat back and waited for our time to leave the control and start the section.

Whilst sitting there and looking at the map I realised that there were no out of bounds locations on the eastern side of the highway. The fact that all the out of bounds were on the western side sort of drew you to that area and navigators found a way through all the out of bounds. I realised that if we were to stay on the east of the highway we would not pass through any out of bounds and it was a shorter and quicker route. I believe that at least one other navigator may have twigged to this as well.

We were counted out and we took off with me directing Mike to follow the 'new' route on the eastern side of the highway. I had nagging doubts and thought that the directors intended route was to the west of the highway but there were no instructions that said that this was so. We duly got to the end quite quickly not encountering any passage controls or route checks. One thing we did realise was that I had left the hand held spotlight on and it was melting the vinyl front seat of the HR wagon.

We completed the next section, which was a transport to the division break, and we handed in our route card for that division. I was informed that I had missed about 4 passage controls. I asked where they were located and the director pointed out places on the Western side of the Bruce highway. I said, "Why did we have to go that way? I went this way" and showed him the route I plotted on the map. He was taken aback. I said "I have complied with the instructions, I didn't go through any out of bounds and entered the control from the correct direction. Why am I being penalised for missing controls when there was no reason for me to go that way?"

Well did I get abused? "I'm sick and tired of you smart Alec navigators thinking that you are so good." I said, "Sorry but I went a way that complied with the instructions". More abuse followed. Later he apologised, which was good and recognised that I was correct. I wasn't game to say that all the others should be penalised for going the long way.

It was quite an experience navigating for Mike in the bench seated Holden HR station wagon and showed what could be done in a standard car.

Next. Ian Wells Discovers Garth

EVENT RESULTS & REPORTS

QRC Round 5 KCF Forest Finale 2014

QRC Outright

Position	Driver/Co-Driver	Class	Vehicle
1	VAN TUINEN, KELLY	N4	Impreza WRX Sti
2	I.MENZIES, McGOWAN	P6	Lancer Evo VI
3	CASPER, HAMILTON	HC	Ford Escort
4	W.MENZIES, BAXTER	P5	Lancer Evo IV
5	ACKWORTH, SWINBOURNE	P6	Subaru Liberty
6	JANSEN, MCINTOSH	P3	VW Polo
7	COX, STRINGFELLOW	P6	Mitsubishi Galant VR4
8	DILLON, DILLON	P3	Hyundai Lantra
9	NORTHAGE, NORTHAGE	P2	Mitsubishi Mirage
10	YULE, PETERS	P2	Mitsubishi Mirage
11	DRAGONA, DAVIDSON	P2	Hyundai Excel X3

All Comers Outright

Position	Driver/Co-Driver	Class	Vehicle
1	DRAGONA, DRAGONA	P5	Impreza WRX Sti
2	PARKINSON, DAWES	P5	Impreza WRX Sti
3	BAILEY, KUCHARSKI	P5	Subaru Impreza

All Comers Outright

Position	Driver/Co-Driver	Class	Vehicle
1	GAINES, DOYLE	Allcomer	Datsun 240K GT
2	OVENDEN, KELLY	Allcomer	Mazda RX2
3	TURNER, MOLLER	Allcomer	Datsun 240K
4	HURFORD, GREGORY	Allcomer	Ford Falcon XR6
5	FERON, MOLE	Allcomer	Datsun 160J
6	DAVIES, FULLER	Allcomer	Toyota Echo

For the full QRC point scores or more information visit www.qldrally.com.au

ARC Round 6 Rally Victoria 2014

ARC Outright

Position	Driver/Co-Driver	Class	Vehicle
1	PEDDER, MOSCATT	G2	Renault Clio R3
2	SULLENS, BARKLEY	R3	Citroen DS3 R3T
3	REEVES, GELSOMINO	G2	Mazda 2
4	COPPIN, BATTEN	R3	Citroen DS3 R3T
5	ROE, GLENNEY	P4	Ford Focus
6	MACKENZIE, MACKENZIE	G2	Ford Fiesta ST
7	JAMES, WILLIAMS	P2	Toyota Corolla
8	MOORE, GARRIOCH	P2	Ford Fiesta R1
9	REDCLIFFE, EELES	P2	Toyota Corolla
10	RYAN, HOROBIN	P3	Toyota Altezza
11	STEWART, RICHARDS	P2	Hyundai Excel
12	TYLER, REED	P3	Renault Clio

4WD

Position	Driver/Co-Driver	Class	Vehicle
1	DALTON, ALLEN	P5U	Lancer Evo IX
2	DOWEL, LEE	P5U	Lancer Evo X
3	PEDDER, MCCARTHY	S2000	VW Polo
4	LIUCCI, GAVIN	P6	Lancer Evo IX
5	SCHOFIELD, BAKER	P5U	Lancer Evo IX
6	NOTT, WEARING	P6U	Lancer Evo VI RS
7	WINDUS, GELSOMINO	P6U	Subaru Impreza WRX
8	TILL, FARRELL	P5	Subaru Impreza WRX Sti
9	KING, ZINSSTAG	P3	Subaru Impreza RX
10	HATTON, JOASS	P5	Lancer Evo IX

Classic

Position	Driver/Co-Driver	Vehicle
1	DAVID, GEELAN	Porsche 911
2	WALKER, NEILL	Ford RS 1800
3	KINGHAM, CATT	Volvo 242 GT
4	BATES, TAYLOR	Toyota Celica RA40

WRC Round 11 Rally France 2014

1.	 J. LATVALA	M	2:38:19.1	
2.	 A. MIKKELSEN	T	2:39:03.9	+44.8
3.	 K. MEEKE	M	2:39:24.4	+1:05.3
4.	 D. SORDO	M	2:40:07.8	+1:48.7
5.	 M. HIRVONEN	M	2:40:19.8	+2:00.7
6.	 E. EVANS	M	2:41:19.9	+3:00.8
7.	 M. OSTBERG	M	2:41:21.6	+3:02.5
8.	 T. NEUVILLE	M	2:42:27.5	+4:08.4
9.	 B. BOUFFIER	T	2:42:32.0	+4:12.9
10.	 M. PROKOP	T	2:44:26.6	+6:07.5

WRC Round 12 Rally Spain 2014

1.	 S. OGIER	M	3:46:44.6	
2.	 J. LATVALA	M	3:46:55.9	+11.3
3.	 M. HIRVONEN	M	3:48:26.8	+1:42.2
4.	 M. OSTBERG	M	3:48:57.9	+2:13.3
5.	 D. SORDO	M	3:49:06.8	+2:22.2
6.	 T. NEUVILLE	M	3:50:45.6	+4:01.0
7.	 A. MIKKELSEN	M	3:50:47.5	+4:02.9
8.	 M. PROKOP	M	3:54:51.4	+8:06.8
9.	 H. PADDON	M	3:55:57.0	+9:12.4
10.	 N. AL-ATTIYAH	WRC2	3:59:24.4	+12:39

WRC Round 13 Rally Wales 2014

1.	 S. OGIER	M	3:03:08.2	
2.	 M. HIRVONEN	M	3:03:45.8	+37.6
3.	 M. OSTBERG	M	3:04:11.8	+1:03.6
4.	 T. NEUVILLE	M	3:04:23.1	+1:14.9
5.	 E. EVANS	M	3:04:32.5	+1:24.3
6.	 K. MEEKE	M	3:05:11.2	+2:03.0
7.	 O. TANAK		3:05:37.9	+2:29.7
8.	 J. LATVALA	M	3:05:55.7	+2:47.5
9.	 M. PROKOP	T	3:06:51.5	+3:43.3
10.	 H. PADDON	T	3:06:56.7	+3:48.5