

Club Newsletter

Issue 1 – 2015



My apologies for the lack of newsletter at the start of this year things have just been a little busy. Thanks to all the new members of the clubs committee, Nikki for staying on again and to all the members from last year who have stepped down. Your contributions are always greatly valued.

I believe we are still in need for some people to help out and organise events for this year so please step up and help out (many hands make light 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 the next issue will be out at the start of April. Enjoy reading and remember “keep it on the dirty stuff”. Cheers Nat



Photo: Ian Armstrong/Bryan Armstrong 2011. Credit: Nathaniel Dillon



Photo: Chris Wedding/??? 2012. Credit: Nathaniel Dillon

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Photo: Ron Marks/??? 1978. Credit: Adrian Dillon

2015 CALENDER

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 at Hirstglen

The first club event is next Saturday the 7th of March at Hirstglen. If you haven't already got your entries in please do so asap as spots are nearly gone. Camping available, hot showers and toilets available and catering will be available on Saturday. Once again massive thanks to Rob and Brooke for allowing us to use their backyard. See www.ndsc.asn.au for more details.

NDSCC AGM

The new club committee from the AGM are Club President is Dave Gaines, Vice President is Peter Stringfellow, Secretary and State Council delegate is Peta Davies and Treasurer and membership's officer is still Nikki Doyle who was the only member to stand again from last year. Huge thanks to outgoing President Adrian Dillon for all his hard work and dedication. Also huge thanks to outgoing Vice President Keith Fackrell and outgoing Secretary Dale Johnson. The club thanks all that have put the hard yards in behind the scenes.

Cystic Fibrosis Auction

WANTED
FOR CYSTIC FIBROSIS

DEAD OR ALIVE
OLD OR NEW

- New Stock
- Old Stock
- Damaged stock
- Surplus stock
- Used gear
- Good gear
- Worn gear

TOOLS - SHED STUFF
CAR PARTS -
MOTORSPORT GEAR

CHARITY AUCTION
GARAGE SALE

Sat 27th June 2015
Northside EFI - Future Auto - Brendale

100% of every single dollar from sale will be donated to
Cystic Fibrosis Australia.
A Fund-raising initiative of Car 33, "The Escapees"
2015 Cystic Fibrosis Great Escape Rally.

To donate stuff or make an enquiry, contact:
Jamie Lawson - 0427633098
straighton@bigpond.com

 **CYSTIC FIBROSIS**
Australia

GARTHS POTTED HISTORY OF RALLYING FROM GARTH POINT OF VIEW

Part 7

Now the story changes

Not having kept a diary I am going from memory. At this point in the story things get a little complicated. Rather than writing about events in chronological order I will just chat about various people for whom I navigated

As I competed in more events and hung around the car club people started to recognise me as 'someone who navigates'. Or more likely 'the fat bloke with the black curly hair who won't shut up and has navigated'.

I started to get "permanent" navigating "Jobs". That is I teamed up with drivers for many events, usually ending when the driver ran out of money to keep repairing the car or something similar: as in deciding that the navigator is a dud and getting someone else. The "dud" navigator often found out when the entry list for an event was published and the driver had entered with another navigator. No emails or text or Internet in those days.

The break up was maybe because the driver and navigator didn't get on. Possibly the driving style and car made the navigator car sick. I know of some good navigators who got horribly carsick. I have heard navigators being violently ill in the dark, at a control then getting back in the car for the next section, such is their love of navigating. Garths rule no 631. Do not wear a full-face helmet when navigating, partially one with a visor. Garths rule no 632 when doing a control in the dark and a car books in on a mountainous navigation event. DO NOT EVER lean on the navigator's side of the car.

I have actually been carsick once; and I think that was a lime milkshake from the old Shell Panorama, that hadn't quite gone down. At least I held off until the transport after the first competitive section out of the meal break.

I heard a carsick story regarding the late Brian Gemmell, who was a gun navigator and Queensland champion navigator, that occurred during an during an event that I organised.

There is a road that was often used in rallies that we knew as “Heifer Creek Road”. It is now known as the Gatton – Clifton road, which amazingly enough runs from Gatton to Clifton in Queensland near the darling downs. It is a particularly winding road and drops or climbs, depending which way you are heading, from the Lockyer Valley 308 feet above sea level to up to the darling downs.

The really windy, as in twisty not blowy, and uphill bit is the about 14 kilometres piece from the Fordsdale area to the Hirstglen area and it rises about 1000 feet with an unknown number of bends and big unguarded drops off the side

In one of the many events that I organised I had shot the cars over Budgie gap and down the afore mentioned Heifer Creek Road as a way to get them down to the Ma Ma Creek area for some more navigation sections.

Brian was navigating for Bill Beverly in the Mazda 1300 and he became quite car sick on this road. Brian had succumbed to the navigators’ nightmare and threw up. Being a good navigator he managed to get his head out the window and let-er-rip down the side of the car. Bill, being a typical driver continued at an unabated speed down the mountain around the hairpins. When Brian got his head inside and regained his composure he realised that his along with his lunch, his expensive, black, horn rimmed (think Buddy Holly) glasses went out the window.

I had never seen Brian without his glasses; I don’t believe that he could read the map without his glasses. Nothing for it. Tell Bill and go back. Now if there is anything that drivers hate more than slowing down for a carsick navigator is going back. They eventually turned around and backtracked being careful to look for the glow of driving lights around the hairpin bends for that would indicate another driver whose ‘red mist’ had descended and was hurtling down the road like a person demented.

At a point up the road that they decided was about the site where the problem began they turned and Bill stoped the Mazda at the side of the road. They worked out that the plan of attack would be for Bill to drive slowly (ha) down Heifer Creek Road whilst, the now unable to see, Brian would open the door and look out for his glasses using the hand held spotlight that he always carried as a part of his navigator’s kit. Brian opened the door, turned on the massive hand held spotlight and there in the centre of the beam and other stuff were his expensive, black, horn-rimmed glasses. Minimum time lost. I have always said “I would rather be lucky than talented”.

Re the hand held spotlight; I always thought that Brian had a Batman Utility Belt as is seemed that no matter what occurred, Brian had the appropriate gear with him.

Official map not too clear? No problems, Brian has 1 inch to the mile map with him.

Rain started. No Problem. Brian would be there with a raincoat and rain hat.

Pushing out of a bog. Brian had gumboots.

Need a toilet in a hurry. (Some of the cafes at the meal break service stations were a bit dodgy) No sweat, Brian would have toilet paper. Unfortunately Brian died at a young age. I believe that he contracted cancer.

Another well know competitor of the time who drove a HD Holden or it may have been a HR Holden then a Monaro was in an event and a lively discussion occurred with the navigator regarding their actual placement on the road. What we may call in these politically correct days "Navigationally Disadvantaged". Apparently the conversation became more and more heated as to the navigational skills of the Navigator and the driving skills of the driver. Eventually the navigator got sick and tired of it and said "If you think you can do better why don't you navigate?" To which the driver replied. "Ok I will"!

The driver screamed to a halt and the Navigator couldn't get out of the door quick enough such was his rage. He slammed the door with maximum force so as to annoy the driver and started around the car expecting to meet the driver coming the other way.

Imagine his surprise when the driver accelerated away flat out leaving the navigator standing at the side of the road in the middle of nowhere covered in dust. No maps no nothing. The next car along found him and they gave him a lift to the next control. I never found out if they ever got back together.

Another navigator who is quite an experienced and good navigator who, for some reason was navigating for someone other than his usual driver. The event somewhere was up on the border east of Killarney Qld. And as usual it was night time and navigation. All was going well. They were gaining on another car when;

Navigator to the driver "Turn left up there."

At the intersection the driver went straight ahead.

Navigator said, "We had to turn left there".

The driver said "The wheel tracks went straight on" and then he just kept driving straight on.

Navigator didn't say anything. He just quietly slipped the maps into the back seat and sat back enjoying the ride. The driver was having a ball. They had been going flat out for some time with Navigator saying nothing. They arrived at an intersection.

The driver asked "Which way".

Navigator replied, "I have no idea".

The driver said, "Aren't you navigating".

Navigator said, "No, I thought that you took over".

The driver went quiet.

Navigator said. "I said to turn left back there. You decided that you knew better and went straight on. If you want me to navigate then you have to do what I say. Otherwise I will just enjoy the ride."

The driver turned the car around and went sheepishly back to the intersection in question.

Navigator then retrieved the maps from the back seat and away they went down the road that the navigator had said to go down in the first place.

Sometimes you have to establish your position in the team. Navigators navigate and drivers drive.

Sometimes it may be personality clashes, I have Asperger's syndrome. This makes it really easy for me to read maps. I can read maps like someone else can read a book. Blind fold me. Drive me into the centre of a forest, give me the map of the area and I can very quickly work out where on the map we are. BUT when I get a little excited I do not shut up!! This must drive people mad but that comes with the territory. I cannot get you lost if you can put up with the non-stop talk. Not everyone can do that. Put up with the talk that is.

Often drivers do not realise just how difficult navigation can be at times and they do not understand that navigation is not only keeping on the correct road BUT quickly realising that you have ended up on the wrong road and have to return to the previous intersection. I have always said that ALL navigators make mistakes. Good navigators realise that they have made a mistake; the best navigators are the ones that realise their mistake the quickest. Remember that in those days directors would look for intersections that had been realigned or new roads that were not shown on the map or map errors, yea phoebe maps are not always correct. Stories abound about mapping companies deliberately putting slight errors in maps to make sure that other companies are not plagiarising their maps and publishing themselves.

Next. More navigation disasters when I team up with Ian Wells in the Fiat 124 sports Coupe.

EVENT RESULTS & REPORTS

WRC Round 1 Rally Monte Carlo 2015

1.	1	 S. OGIER	M	3:36:40.2
2.	2	 J. LATVALA	M	3:37:38.2
3.	9	 A. MIKKELSEN		3:38:52.5
4.	12	 M. OSTBERG		3:39:23.8
5.	7	 T. NEUVILLE	M	3:39:52.3
6.	8	 D. SORDO	M	3:39:53.1
7.	5	 E. EVANS	M	3:42:03.9
8.	4	 S. LOEB	M	3:45:14.9
9.	21	 M. PROKOP	T	3:46:35.0
10.	3	 K. MEEKE	M	3:47:35.8

WRC Round 2 Rally Sweden 2015

1.	1	 S. OGIER	M	2:55:30.5
2.	7	 T. NEUVILLE	M	2:55:36.9
3.	9	 A. MIKKELSEN	T	2:56:10.3
4.	6	 O. TANAK	M	2:57:56.5
5.	8	 H. PADDON	M	2:59:02.0
6.	5	 E. EVANS	M	2:59:23.5
7.	3	 K. MEEKE	M	2:59:36.3
8.	21	 M. PROKOP	T	2:59:56.5
9.	17	 Y. PROTASOV		3:01:02.7
10.	4	 M. OSTBERG	M	3:02:21.4