

Prez Prattle

I have had a few conversations about volunteers and volunteering lately. It would seem that doing things for your club, your sport or your community is now lower on peoples list of priorities. Bastions of the community such as Meals on Wheels are having trouble getting people to assist them and I also hear the same in motorsport circles.

Does this matter? To me it does. The less volunteers means that either the few volunteers have to do the work or the work gets done by people who must be paid. I have seen it in the tarmac circles where professionals or semi-professionals are now running race meetings, tarmac rallies, hill-climbs etc. Having to pay people to do these jobs means that the cost of entries must be raised to cover these costs.

If you enjoy low cost motorsport, remember this can only happen by everyone joining in and doing that little bit.

Cheers, Peter Stringfellow.



July Meeting

A small group gathered at KCF Rallysport for the July Club Meeting. The basic outcomes of the meeting were:

- Congratulations to Club member Erin Kelly on winning the Narooma Forrest Rally
- We will be running 3 x khanacross events between now and the end of the year
 - 8th October
 - 5th November
 - 3rd December – In conjunction with a Christmas party
- Steve Bradford will prepare the Qld Govt grant submission
- Lauries TA has 14 entries + whatever are received on the day



FINAL OUTRIGHT RESULTS

NO	CREW	CAR	Road Panel	STAGE 1		STAGE 2			STAGE 3			STAGE 4			STAGE 5			STAGE 6			TOTAL					
				Big Rocks 1		Comerang 1			Mitchells 1			Big Rocks 2			Comerang 2			Mitchells 2								
				Time	Pos	Time	Pos	Total	Out	Time	Pos	Total	Out	Time	Pos	Total	Out	Time	Pos	Total		Out	Time	Pos	Total	Out
1	3	Adrian Coppin/Erin Kelly	Toyota Corolla S2000	7.58	1	12.07	1	20.05	1	17.28	1	37.33	1	7.48	1	45.21	1	11.48	1	57.09	1	17.20	1	74.29	1	01:14:29
2	1	Mick Patton/Bernie Webb	Mitsubishi Evo X	8.20	3	12.35	4	20.55	4	17.50	2	38.45	2	7.55	2	46.40	2	12.13	2	58.53	2	17.27	2	76.20	2	01:16:20
3	9	Chris Higgs/Kirra Penny	Subaru WRX STI	8.20	3	12.29	3	20.49	3	18.16	3	39.05	3	8.13	4	47.18	3	12.15	3	59.33	3	18.25	5	77.58	3	01:17:58
4	11	Tony Sullens/Kaylie Newell	Ford Fiesta	8.25	6	12.48	7	21.13	6	18.33	6	39.46	6	8.24	8	48.10	6	12.45	6	60.55	6	18.35	7	79.30	4	01:19:30
5	6	Andrew Penny/Rhys Llewellyn	Subaru STI	8.36	7	12.53	8	21.29	8	18.37	7	40.06	8	8.37	15	48.43	9	12.39	5	61.22	7	18.10	3	79.32	5	01:19:32
6	19	Bethany Oullen/Mathew Oullen	Mitsubishi Evo 6.5	8.24	5	12.39	6	21.03	5	18.29	5	39.32	5	8.23	7	47.55	5	12.52	11	60.47	5	19.09	14	79.56	6	01:19:56
7	7	Tim Wilkins/Katie Fletcher	Nissan Silvia S15	8.44	10	13.00	9	21.44	11	18.48	9	40.32	11	8.15	5	48.47	10	12.45	6	61.32	10	18.30	6	80.02	7	01:20:02
7	15	Tom Moore/Simon Rowland	Ford Focus ST	8.46	11	12.36	5	21.22	7	18.54	12	40.16	9	8.22	6	48.38	6	12.47	10	61.25	8	18.37	8	80.02	7	01:20:02
8	8	Thomas Barrett/Michael Barrett	Mitsubishi EVO 6	8.38	8	13.00	9	21.38	9	18.16	3	39.54	7	8.34	14	48.23	7	12.57	15	61.25	8	18.51	11	80.16	9	01:20:16
9	13	Bryan van Eck/Zane van Eck	Toyota Altezza	8.49	13	13.08	13	21.57	12	18.54	12	40.51	12	8.38	17	49.29	12	12.54	12	62.23	14	18.21	4	80.44	10	01:20:44
11	14	Toby Goldberg/Craig Van Munster	Datsun 1500	8.38	8	13.02	11	21.40	10	18.50	11	40.30	10	8.28	10	48.58	11	12.54	12	61.52	11	18.53	12	80.45	11	01:20:45
12	12	David Hills/Paul Bennett	Ford Escort RS1800	8.56	18	13.11	14	22.07	15	18.49	10	40.56	13	8.35	15	49.31	13	12.46	8	62.17	12	18.41	9	80.58	12	01:20:58
13	4	Andrew Meurer/Daniel Meurer	Mitsubishi Evo 3	8.46	11	13.11	14	21.57	12	18.01	14	40.58	14	8.33	11	49.31	13	12.46	8	62.17	12	18.53	12	81.10	13	01:21:10
14	16	Peter Taylor/Martin Hoberton	Toyota Corolla	8.59	20	13.29	17	22.28	18	19.13	17	41.41	16	8.47	21	50.28	15	13.34	23	64.02	15	19.32	18	83.34	14	01:23:34
15	19	Gavin Mosher/Jennifer Cole	Subaru Impreza RS	8.55	14	13.05	12	22.00	14	20.57	24	42.57	28	8.33	11	51.30	24	13.10	16	64.40	21	19.15	15	83.55	15	01:23:55
16	17	Michael Valentine/Erin Valentine	Cesaru Stenza	9.06	24	13.34	21	22.40	23	19.35	22	42.15	20	8.48	23	51.03	21	13.18	20	64.21	20	19.40	19	84.01	16	01:24:01
16	22	Stuart Collison/Jason Burgemeister	Subaru WRX STI	9.04	22	13.15	16	22.19	16	19.12	16	41.31	15	8.57	27	50.28	15	13.34	23	64.02	15	19.59	24	84.01	16	01:24:01
18	27	Fro Horobin/Nick Ryan	Datsun 1500	8.55	14	13.35	22	22.30	19	19.47	27	42.17	22	8.45	20	51.02	20	13.14	18	64.16	18	19.49	20	84.05	18	01:24:05
19	30	Lewis Bates/Harry Bates	Toyota Corolla	9.22	31	14.11	30	23.33	30	19.22	19	42.55	27	8.43	18	51.38	25	13.17	19	64.55	23	19.21	16	84.16	19	01:24:16
20	10	Mark Beard/Mark Willard	Subaru Impreza	9.08	25	13.40	26	22.48	24	19.43	26	42.31	23	8.51	24	51.22	23	13.35	25	64.57	24	19.30	17	84.27	20	01:24:27
21	29	Meng Chung/Nick Vardos	Honda Integra	8.55	14	13.37	24	22.32	20	19.33	21	42.05	18	8.47	21	50.52	18	13.25	22	64.17	19	20.25	27	84.42	21	01:24:42
22	20	Russel Winks/Steve Hodgkin	Holden Commodore	8.55	14	13.38	25	22.33	21	19.42	25	42.15	20	8.53	25	51.08	22	13.42	26	64.50	22	19.54	21	84.44	22	01:24:44
22	38	Tim Hardy/Tim Batten	Toyota Corolla NP	9.04	22	13.33	20	22.37	22	19.35	22	42.12	19	8.43	18	50.55	19	13.13	17	64.08	17	20.36	29	84.44	22	01:24:44
24	26	Philip Pluck/Chris Turner	Subaru WRX STI	9.14	28	14.20	33	23.34	31	19.49	28	43.23	29	8.53	25	52.16	28	13.24	21	65.40	25	19.58	22	85.38	24	01:25:38
25	21	Stephen Duthie/Damien Hanns	Datsun 1500 SSS	9.14	28	14.04	28	23.18	29	19.31	20	42.49	25	9.06	28	51.55	26	13.49	27	65.44	26	19.58	22	85.42	25	01:25:42



Family Fun Run

Saturday the 30th July saw the running of the Northern Districts Sporting Car Clubs July Fun drive / Observation Touring Assembly.

Initially set up as a fun drive for club members I was asked if it could incorporate a Touring Assembly that was part of the interclub series as well. This was not a problem as I just used the all bitumen version of the fun drive.

Fourteen crews entered the touring assembly whilst only two entered the fun drive which was disappointing as no CAMS licence was required for the fun drive and it was suitable for family cars. Of the two people who entered the fun drive one crew of: Tony Best, Rod Sams and Helen Best, from the Brisbane Sporting Car Club, in Tony's Pajero, chose the masters section and one crew, of Suzan Renev and Margaretha Corter, in an Audi, representing the Porsche Car Club, selected the apprentices route. The other fourteen crews were in the Touring assembly class.

The crews gathered at the "Just a Little Bit Naughty" cafe in the Hub shopping centre for a 9 am start. I had planned that I would get there at about 7 am and the cars would arrive about 8 am. This would give me time for a nice quiet coffee. Not be; from about 7 am crews started to arrive. Catriona Kelly and my Grand Daughter and event secretary, Jennifer Garth hopped in to process the paperwork until Keith Fackrell arrived and took over from them. Kate and Jen then started plotting the route.

I thought that the instructions were quite clearly set out but some crews seemed to be having some difficulties. I believe that the style of instructions that I use, a hang over from the olden days, was foreign to some. I assisted some with what was required and people seemed to soon got the hang of it.

The cars could leave after the 8.45 briefing as soon as all their paper work was completed. I explained that the event was not a race or rally and to be aware that all the road laws had to be obeyed at all times. There are a lot of motorcycle riders out and about and some of these are not as careful as they could be. There are also a lot of people in the Glass House Mountain area that go bushwalking and there was the potential for traffic on some of the minor bitumen rds.

The event headed off northwest from Caboolture to Moodlu to a non-existent mapped intersection. This was not as bad as it seems, as there was a route chart to follow.

From here crews headed north through the pineapple farms to Elimbah answering three questions on the way. The Touring Assembly and Apprentice crews followed the "Shortest OBVIOUS Route" while the masters had the added difficulty of following the "Shortest MAPPED route". There were slight differences in the map as some of the roads were not exactly as mapped. The require meant to follow the "Shortest OBVIOUS Route" allowed all but the masters to use the roads as they now exist but the Masters had to use the roads exactly as mapped. This is why it was called Masters.

From Elimbah the field followed the "Old Bruce Highway" north answering a question along the way. "Where is the ATM?" The answer was as per sign "At the Newsagents" not "in the shops". The cars stayed together on the same route until the masters departed to the west just before Beerburum along Beerburum – Woodford road using the supplied map which was an old survey map of about mid 1960s vintage. The masters crew(s) could only use the roads as mapped. The issue was that the mapped roads were all still there but new roads had been constructed and these were not shown on

the map thus they could not be used. The master's crew(s) tackled the forest using an old alignment Beerburrum – Woodford Rd. then the old alignment of "Old Gympie rd., then the hard to locate original Caves road. They then rejoined the Touring Assembly and Apprentice crews near Tibrogargan creek and the Old Bruce Highway, which is now known as "Steve Irwin Way".

Everyone went along Barrs rd. even though the mapped referred to it as Barbs rd., the map is always correct. Along this road they had to answer, "What is the colour of the bi-plane?" It turned out to be a red letterbox. All the crews headed north along "Old Gympie Rd then they had to turn right toward Glass House Mountains Township. With part of Coonowin rd. out of bounds Fullertons rd. was the one to use. Some didn't and they missed the answer to two questions.

Through Glass House Mountains Township heading north the Masters crew(s) turned east along Sahara rd. to try to follow the mapped rd., which proved difficult while the rest stayed north then followed Pikes rd. east. They all arrived at the intersection of Gympie rd. and The Northern Highway from the south. The next via was the junction of Gympie rd. and The Northern Highway. enter from the north. The northern entrance was not shown on the masters map so they had to enter via an unmapped rd. this required a loop. East to Beerwah; then north; then west; then south back to where they started answering three questions along the way.

The next point to travel to was the intersection of Bald Knob rd. and The Northern Highway, entering the intersection only toward the southeast. To achieve this required a loop through Maleny via Bald Knob road. But the crews had to avoid Bald Knob rd. and The Northern Highway. from the southeast. This was achieved by a little loop north of Peachester. These roads were not shown on the Masters Map and they had to travel via a totally unmapped road junction North East of Peachester.

After doing the long Maleny and arriving back to the road uncton near Peachester, the field went down Commissioners flat rd., Northern Highway, and old cove rd. to Woodford. The masters covered a slightly different route but ending at the same place. When I was removing all the Masters signs on Saturday afternoon I found that someone had taken down a redirection sign that I had put up on Friday morn. I have no idea why people feel the need to do this. It was here also that the old sign stating "emergency Assembly point" had disappeared. I have no idea how long it had been there but it was taken down the week before the event.

The crews carried on west from Woodford entering the road uncton near the old Durundur railway station approaching toward the Northwest. The next port of call was Winya, Near Kilcoy. The question was asked, "What is the name of the road on the right?" this road was the path of the now removed Kilcoy railway.

A quick loop to the north followed crossing Sandy Creek twice at different locations to the via just east of where a straight line drawn between two places crossed Kilcoy creek.

What should have been a simple run o Kilcoy with a question that required adding the distances on a big road sign was complicated when they changed the sign in the week before the event for a sign that had no distances on it.

Then to the hotel at Kilcoy for something to eat.

The Masters continued west for a 90 k loop via unmapped roads, which turned out to be the new highway and via mapped roads, which turned out to be the old highway. You had to be there. At the service station near Colinton the route turned south and headed back to Kilcoy via Turtle creek rd. Harlin (yes they do serve meals) and Gregors creek rd.

I believe that most enjoyed the run. Two cars did not finish; one due to a sick navigator (possibly Car sickness, but I am guessing) and no reason was given for the other retirement.

It would have been good to have more people enter, as they are a low cost good fun event with no special car needed.

I have attached the results for the touring assembly and although the Fun drive people do not feature in any results or placing's or points I have included their efforts so they can see how good their navigation was.

Laurie Garth.

Touring assembly Crews Points.

Driver Navigator Car Class CAR CLUB Points

- 1 Shane Murphy Jennifer Murphy Lotus 7 Pre 86 Lotus Car Club 340
- 2 Malcolm Spiden Bevan Harris MGBGT Pre 86 MGCC Qld. 360
- 3 Cordelia Jones Michael Jones Alfa Romeo 156 Post 86 HSCCQ 340
- 4 Peter Stringfellow Daphne Stringfellow Datsun Stanza Pre 86 NDSCC 390
- 5 Martin O'Brien Liam Philp Lotus Elise Post 86 Lotus Car Club 370
- 6 James Marshal David Saunders Alfa Romeo Mita QV Post 86 AROCA Q 170
- 7 Chris McMahon Brian Krieger Mercedes-Benz Guzso Post 86 MGCCQ 370
- 9 Kent Kieseker Jo-Anne Kieseker Porsche 911 Pre 86 Porsche Car Club DNF
- 10 Phil Hart Gail Hart Porsche GT3 Post 86 Lotus Car Club 390
- 11 Scott Longton Lee - Anne Longton Austin Healy Sprite Pre 86 HSCCQ 140
- 14 Catriona Kelly Jennifer Garth Escort Mk1 Pre 86 NDSCC 370
- 15 Judy Mc Nichol Dave Ferron Mazda Post 86 NDSCC 370
- 16 Gwyneth Jones Lloyd Jones Alfa Romeo 147 Post 86 HSCCQ 350
- 17 Graham Hobbs Tanya Dearness Porsche Post 86 Porsche Car Club DNF

Masters

- 12 Tony Best Rod Sams Mitsubishi Pajero Masters BSCC 490

Apprentice

- 18 Suzan Renev Margaretha Coerter Audi Apprentices Porsche Car Club 190

Touring assembly Crews Outright

Place	Driver	Navigator	Car	Class	CAR CLUB	Points
1	Peter Stringfellow	Daphne Stringfellow	Datsun Stanza	Pre 86	NDSCC	390
1	Phil Hart	Gail Hart	Porsche GT3	Post 86	Lotus Car Club	390
3	Chris McMahon	Brian Krieger	Mercedes-Benz	Post 86	MGCCQ	370
3	Martin O'Brien	Liam Philp	Lotus Elise	Post 86	Lotus Car Club	370
3	Catriona Kelly	Jennifer Garth	Escort Mk1	Pre 86	NDSCC	370
3	Judy Mc Nichol	Dave Ferron	Mazda	Post 86	NDSCC	370
7	Malcolm Spiden	Bevan Harris	MGBGT	Pre 86	MGCC Qld.	360
8	Gwyneth Jones	Lloyd Jones	Alfa Romeo 147	Post 86	HSCCQ	350
9	Shane Murphy	Jennifer Murphy	Lotus 7	Pre 86	Lotus Car Club	340
9	Cordelia Jones	Michael Jones	Alfa Romeo 156	Post 86	HSCCQ	340
11	James Marshal	David Saunders	Alfa Romeo Mito	Post 86	AROCA Q	170
12	Scott Longton	Lee - Anne Longton	Austin Healy Sprite	Pre 86	HSCCQ	140
DNF	Kent Kieseker	Jo-Anne Kieseker	Porsche 911	Pre 86	Porsche Car Club	0
DNF	Graham Hobbs	Tanya Dearness	Porsche	Post 86	Porsche Car Club	0



Noosa Hillclimb

Congratulations to David Claes, Greg Bankin, Peter Stringfellow and any NDSCC member for completing the Noosa Hillclimb. All had a great time and David & Peter managed class wins.



Calendar

Up and coming events

August

- 27 Interclub Sprint at Lakeside Driver Training Centre
- 27 Border Ranges Rally.

September

- 24 Benarkin Rally

October

- 8 Khanacross @ Hirstglenn
- 22 Woodenbong Rally



Interclub Challenge

NDSCC ran the navigation Event part of the Interclub Challenge. The challenge is basically a series of tarmac events run at club level. NDSCC is currently coming 4th outright as a club and 3rd for Road Registered Vehicles.

The next round of the 2016 Inter Club Challenge is on Saturday 27 August 2016 at Lakeside Raceway Driver Training Centre Lakeside Road, Kurwongbah Qld.

This event will be run under Recreation and Competitive Events Resources and Services RACERS Licence arrangements.

The Lakeside Driver Training Centre is at the rear of Lakeside Raceway main track and has a combination of layouts – see map below.



Entries close Thursday 25 August 2016. Total entries will be restricted to 60.

The Timed Lap event format is a single car run for a single timed lap.

This will be an all-day event starting at 7.00am for registration and scrutineering. Please arrive early as scrutineering can take time.

Entry Fee is:

1. \$75.00 Entry fee per driver - if you have a RACERS Annual Clubman Licence.

or

2. \$95.00 = Entry Fee per driver \$75.00 plus RACERS Day Licence \$20.00.

Please forward your entry fee by bank transfer to the LCQ Bank Account: BSB 633-000 A/c No: 119108751 and include a reference "DTC & your name".

Note: Payment must be made by Friday 26 August 2016 to the Lotus Club Qld bank account.

For more information email Daryl Wilson at wilmac@bigpond.com