



**S&J** AUTOMOTIVE

By Dan Day



## 2011 ASP Adelaide Hills Tarmac Rally



Here is a brief overview of S&J Rally Sport's first ever Tarmac Rally, the 2011 ASP AHTR (Adelaide Hills Tarmac Rally) which was run last weekend for the sixth year. Many weeks prior to the event I was fortunate enough to be chosen as one of three SDCC (Southern Districts Car Club) JDP (Junior Development Program) graduates, to be heavily subsidised in entry costs. This allowed me to compete in all three days as opposed to just day two, which was counted as round one of the SARC (South Australian Rally Championship). Guy Tyler and James Rodda deservingly filled the other two positions. Between the three of us we decided to leave our turbo restrictors in all three days, even though there would have been a distinct advantage for outright positions by removing it for day one and three. For example our WRX has another 65kw without the restrictor fitted. This decision placed all of us in the M4 class for the weekend.

Friday, day one was great to get settled in, and consisted of a prologue and six special stages. The event started at Collingrove Hill Climb with the prologue placing us at



11<sup>th</sup> on the road. SS1 was another pass of Collingrove, where we were 7<sup>th</sup> fastest. These runs allowed us to adjust settings of the car such as the electronic centre diff as we knew the track so well. From there we headed to the first road stage, SS2 named Cudlee Creek. Straight away I found that I like tarmac rallying just as much as gravel. We were very pleased to see that we were only two seconds from Matt Selley in his unrestricted Subaru on the first road stage.

SS3 Fox Creek was more of a high speed stage with longer straights being an advantage for the more powerful cars.

After the Lobethal service we repeated SS2 and SS3 improving both times. The last stage of the day took us down south to SS6, Mt Bold. This was an adventurous stage as it was dark, windy, raining and foggy making the visibility very poor. The control keeper let us go at thirty second intervals which in these conditions allowed us to catch Rob Black in his GT3 RS Porsche during the stage, we passed him and finished the stage safely. This left us in 8<sup>th</sup> outright and the fastest restricted car for day one.

Day two was our main focus for the weekend as it consisted of the SARC competition.

Parc ferme` was interesting as many people

struggled to cold start their cars on the E-85 fuel. From there we headed to SS7 Willunga Hill to begin the competition for the day. Stages SS8 and SS9 were Yundi and Tooperang which were brilliant, and great to test how soft we should have the suspension settings in the damp conditions. Following the service at Penny's Hill Winery we repeated the same three stages before heading off to the lunch service at Victor Harbor. Then came the faster stages, Crows Nest, Hindmarsh Tiers and the very long Carronga stage, again to all be done twice. Our pace was very reasonable throughout these stages too. A spin on the second pass of Hindmarsh Tiers, and then being first to attend a bad crash on the final pass of Carronga affected our day's results. All in all we were certainly happy with 4<sup>th</sup> outright in SARC though.

Very pleased with our efforts so far we began day three with some very reasonable pace, finding ourselves the fastest restricted car on all six stages before lunch at Penny's Hill Winery.



Adventure had been right there with us that morning too as we were the first on the scene for Tristan Catford's engine fire in his EVO 9, this certainly got the adrenalin going even harder. The final four stages provided some great competition between James Rodda and myself, taking turns in being the fastest restricted car on each.



So we ended up the fastest in the M4 class on the day by forty two seconds, but James deservedly took the M4 outright for the weekend mainly due to his excellent pace on day two. Outright results came back leaving us in 5th for the event and 4th for the Australian Modern Tarmac Championship, which is a very pleasing outcome for my first Tarmac Rally.

People I would like to recognise and thank from the S&J Rally Sport team and the people who made the events run:

My co-driver and mentor Steve Glenney was again incredibly dedicated to my tuition, the team's performance and the careful building of pace throughout the rally. The amount of behind the scenes work Steve does for me will be appreciated forever. I would like to mention that we used the extremely well put together stage notes from "Smoothline Stage Notes" which is a business that Steve and his co-driver Bernie Webb have started.

Mum, Dad, Brad, Simon and Shane from S&J Automotive again have proven to be an invaluable part of our whole team, with their knowledge of Subies in general, plus their speed, care and precision. We were always leaving the service park with piece of mind that the next few stages would be mechanically trouble free.

Thanks to SDCC and ASP for the awesome opportunities that they have been giving me, I certainly always feel how proud they are, that I am a JDP graduate. Thanks also to all event staff and officials.

Thank you to all of my sponsors for your support and contributions.

I do have to say that the Hankook C70 tyres were remarkable in all conditions and on all road surfaces. The wear rate of these soft R-spec tyres was far better than we had hoped also, given that we didn't even use a complete set throughout the rally.

I would like to congratulate Matt Selley and fellow SDCC member James Rodda on an outstanding drive all weekend, they among many others were great benchmarks to aim for in regards to maintaining our pace.

