



**WHITELINE**  
*Flat out*



To all friends, family, fellow competitors and sponsors, here is brief summary of my first ever rally, the 2010 Kuitpo Forest Rally.

Friday night was a relaxing dinner around a campfire with the Brand family, at our beautiful block of land just across the road from one of the rally stages. On Saturday morning my Co-driver Steve Glenney arrived at about 9.30 and we both headed off to the service park only about 2 km from the block to start recce. The first and second stages were just up the road from the service park, already making it easy for both Steve and I with our new jobs. At the start of each stage we were getting some worried looks from officials as we pulled up in Steve's Land Cruiser with L-plates on board. The next three stages were close to my grandparent's house so I was still in familiar territory. All up there were only five stages to recce, with three being run three times and two being run twice. We finished by about 4.00pm, and Steve said don't get use to this, as this is very easy pace-noting compared with most events.

On Sunday morning we headed straight for the service park to set up. The service crew was filled with very enthusiastic and capable people like Dad, Simo and Shane from work, Mum and Brad plus Simon our very close friend. As always with Motorsport events Mark Povey from SA Motorsport Tyres is there supporting the S&J Team, and he had already erected a tent alongside his tyre trailer for our Rally Car's debut. With the service crew plus my Nan and Pop, our close friends the Krichauff's and Brands, we had a huge crowd of spectators ourselves. Mike & Naomi from Mammoth Productions were also out there doing some 3D filming on-car and from the roadside, plus interviews, which I am starting to get used to now.

The first stage was in the forest and was extremely slippery. Throughout this stage I was calm into entry and exits of corners and mainly focusing on listening to the pace-notes and staying on the road. The second stage was only about 500m down the road from the finish of the first, it started in the forest and led onto council roads, it included very steep crests and speeds near 180km/h, close to the end we spotted the Brand family spectating. I was starting to get into the groove, putting pace-notes and corners together. The third stage "Knott Hill" was my favourite, from the start you hold it flat for 300m then take a "3 Left" (square corner), where the rest of our crew were spectating in their S&J Rally Sport apparel. The stage was about 11km long and very enjoyable, I was really glad that we were doing this one three times in total. The next two stages were rough, tight and steep, and were only run twice. I still really enjoyed them due to the changing surfaces, tight corners, crests and ruts providing quite a challenge.

Now it was time to start the five stages again for the second time through. The roads were dryer and we were pleased to knock over a minute off from each of the first two. "Knott Hill" for the second pass really felt like a true rally stage, with cars off to the side, a bumper bar in the middle of the course, and after all that three kangaroos jumped across the road just missing the front of the car by what seemed like a few centimetres. We then completed the two rougher stages for the last time and improved our times by quite a few seconds on each.

The day went by so fast and before we knew it we were already up to the last three stages, which were being run for the third time. At the end of each of these stages we had improved again on our last times through. The very last stage was "Knott Hill" again and definitely the one that I felt most comfortable in, we set a time only 15 seconds from the from the rally leader over it's 11.1 km.

It was an awesome feeling crossing the last flying finish. I shook Steve's hand and headed to Kangarilla for the official finish of the rally. Steve did a brilliant job and I am looking forward to rallying with him in the future. Overall we finished 12<sup>th</sup> outright from 32 starters with no damage or mechanical issues, we had improved our times throughout the day, but most of all we had a heap of fun.

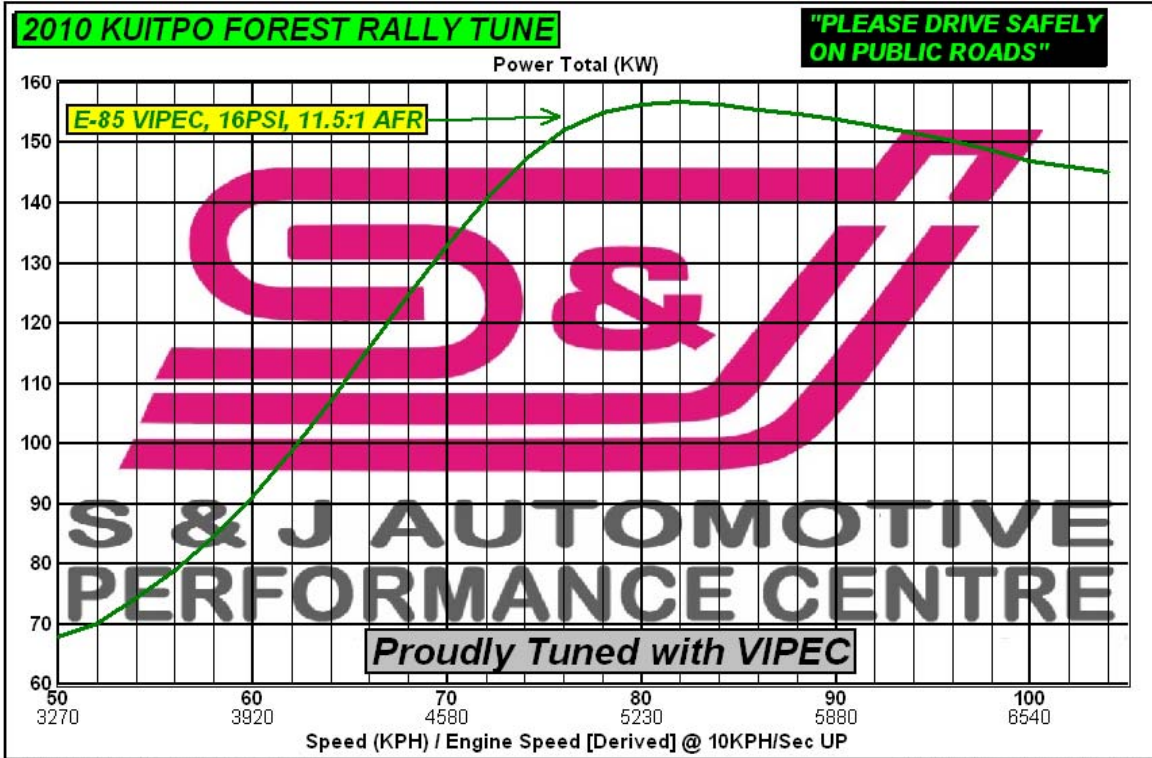
This rally also gave us the chance to try out 2 brand new products that we had just fitted to the car in the previous week. PPG built us a Torson style Diff Centre for the Rear to match to Front Diff, this certainly worked a treat, providing easy turn-in and positive drive out of the corners. Brett from Graham West Workshops has worked hard to find us some sponsorship from his company and Vi-pec to supply their latest Plug & Play ECU. This is awesome, Dad and Brett tuned it safely at 16psi for this first rally given that the motor has done over 250,000kms, Dad fiddled with the Anti-lag on the day before the rally and just left it with mild ALS settings, and it sounded great. The Vi-pec will give us plenty of scope for a competitive and reliable tune on our fresh S&J/STI motor for the 2011 SARC season.

I would like to thank Southern Districts Car Club, plus all event organisers and officials for putting on such a great rally.

Also the S&J team congratulate the event Winners Gary Brown and Mike Dale, plus big congratulations to Russell Marker and Karien Heimsohn on their drive to victory for the 2010 South Australian Rally Championship.



Photos thanks to Simon & Brad



DynoLog # 241057-V4.030, Config: S\_j.Cfg, Calib: S\_j.Cfg

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Photo thanks to Naomi Tillet

I would also really like to thank Mick and the team from Rally School for all of the help that they have provided me to this point.

Daniel Day, December 2010