



NEXT MEETING

**Monday
2nd May 2011**

West Ryde Hotel

1021 Victoria Rd

West Ryde

7:00pm

Dress Requirements

Shoes, Socks and Shirt.

No thongs or T-Shirts

Website

www.nsscc.com.au

Membership Enquiries

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MAY VOLUME 9

FROM THE PRESIDENT'S DESK

This month marks a year since I took over the presidency of the club and it has been a year that has been filled with a lot of hard but satisfying work in our quest to build the membership of the club and to organise more events for you the members.

Our goal was to try and double the membership of North Shore in the first year, something we haven't quite achieved, however we have attained about 60 percent of that goal and we are still working on that other 40 percent.

There have been some challenges with our goal of running more events we had a wash out at our final Khanacross at Riverside in 2010, we have had some challenges with the Lithgow state round this year and now Riverside Oaks is under instruction from Baulkham Hills Council to stop running motorsport events. This is not just something that affects our club but also Mick Ryan's Rallyschool.

Mick has lodged a DA with the council to see if the venue can get approval but this will take time. In the meantime we are desperately trying to find an alternative venue, something that is not that easy given the encroaching suburban sprawl of Sydney and the sensitivity of people living close to motorsport precincts.

Howie Grove is doing some work with Sydney International Dragway as a possible venue not only for Khanacross but also a possible Twilight Rallysprint series next summer, but that too has some challenges.

Let's put our heads together as a club on this one people. One of you must know of possibilities when it comes to venues, if so let us know and we can investigate and see if we can activate the idea.

I want to assure everyone that the club is committed to again running a state round in the future. A number of things have conspired against it this year and at this stage it appears that we will not have such an event this year (let us know if this isn't the case Ric and the team?).



If I was asked to give myself a mark for the first year in office I would say it would probably be a 50 out of 100. We've won on some things and lost on others but let me assure we are committed to continually improve and get more things right and to continue to build this great club of ours.

On coming events don't miss our May club meeting which is also the AGM. Once the formalities are wrapped up club member Bruce Garland will be speaking. Always entertaining. The Goose will give us an insight into falling off massive dunes and breaking vertebrae on the Dakar, having a heart attack and how one of the most bullet proof blokes around suddenly found he was no longer dodging those bullets! There is a lesson there for us all!

So see you at the West Ryde Pub next Monday and let's look forward to another great year ahead.

NSSCC AGM

Monday 2nd May

WESY RYDE HOTEL @ 7:30pm

Come along and be a part of the election process for your club and play a part in the democracy, perhaps even pitch in and put your hand up for a job.

After the AGM club member Bruce Garland will be speaking about the many challenges he has faced in recent months including breaking vertebrae on the Dakar and having a heart attack.

Will be a great meeting so BE THERE!

RALLY REGO

Rally registration continues to edge slowly forward with the RTA being more positive in the most recent meeting CAMS held with the government body. Many of the previous sticking points the RTA raised including demanding engineering certificates for just about every individual modification appear to be no longer on the agenda with the Centre for Road Safety within the RTA apparently dropping many of its previous requirements. There are still however some issues to be sorted out over pollution equipment on rally cars, a factor that is being pushed by the NSW Office for Climate Change (not a part of the RTA). Apparently the OCC is playing hardball on this and is demanding things that would be difficult for rallyists to comply with.

Before you start bashing CAMS over the incredibly drawn out process it has to be stressed that the delays have been at the RTA end not with CAMS and both Jon Bruning (NSW State CAMS Manager) and Graham Humphreys (chairman of the rally panel) have been working hard to make all this happen, often beating their heads up against the very hard brick walls the RTA has erected around the Rally Rego concept.

It may take longer than it took to build the opera house but Rally Rego will happen, and hopefully now sooner rather than later.

RTA DEMERIT POINT CHANGES

Finally, some much needed improvements are filtering into the NSW driver's demerit point system, and hopefully some of these changes will filter to other state systems such as Victoria and Queensland.

From 31 January 2011, the demerit points threshold for unrestricted licence holders in NSW increased from 12 to 13 points, which means that if you have an unrestricted NSW Driver Licence (not a learner or provisional licence), and you accumulate 13 demerit points, you will face a licence suspension.

Professional drivers (ie those who drive for a living, such as taxi and heavy vehicle drivers) are also able to claim an additional demerit point – their threshold increased from 12 to 14 demerit points. The change recognises the additional time professional drivers spend on the roads. The extra point can only be claimed once the driver has accumulated exactly 13 demerit points and has received a suspension notice. They will then need to visit an RTA motor registry before the suspension starts, to prove their status as a professional driver.

The most welcome change is that finally, from January 31st, if you contest a demerit point offence in court and the court rules that you are not guilty of a demerit point offence, it is the end of the matter. There are no fines to pay or demerit points to be recorded. Previously, the court had authority to waive the financial penalty if it ruled that a person was not guilty of a demerit point offence, but the RTA still recorded the offence and applied the relevant number of demerit points.

Lastly, from 31 December 2010, demerit points for 22 offences committed on or after this date were reduced or removed. These include roundabout, indicator, bus lane and towing offences.

Demerit points for key road safety offences such as speeding and seatbelt use remain unchanged. The changes are:

For full information, please visit the [Demerit Points section](#) of the RTA website.





Molly Taylor's Newsletter

ss e No
t r l



Tranquillity Base
Beach House
Magnetic Island

RA & JA Wood Plumbers
Mark & Melissa Healy
David McNeill
On-Time Insulation

Hi everyone

Our first WRC is now behind us, but that by no way means the challenges and character building exploits have slowed down!

We managed to get home safely from Portugal without any more problems, although unfortunately the same could not be said about our rally car. You may remember we took our UK Fiesta to Portugal to do some testing before the rally.

It was supposed to follow us home and be prepped for the Bulldog Rally the second round of the BRC which we had entered on the weekend after Portugal.

Then, we got a call to say the truck with our car on it had broken down in Spain, and we didn't know when it would arrive in the UK. It certainly wouldn't arrive in time for shakedown, which wasn't ideal, but what was more important was actually doing the rally. The turnaround to get the car going for the Bulldog was always going to be tight but this delay and the fact that the car wasn't running at this stage was going to put even more pressure on the team. So the guys got everything organised here, and then we headed off to the rally without a rally car! In the meantime, Nick Jones managed to get the truck moving and made it to the English Channel on Thursday afternoon. At least the car would

Molly's Bulldog blog.....

make it to the UK...

The guys worked flat-out on the car on Friday while we did the recce. The recce seemed so straightforward after doing such a technical event as Portugal and we were really happy with our notes. A big thanks to Nick and the guys from CA1Sport for getting everything ready in time for the start of the rally!

We were able to do the ceremonial start on the Friday night and start the rally on Saturday morning. It was very wet and slippery and we took it fairly carefully, probably a bit too carefully. And then, about 25kms from the start, we had some mechanical problems, which put us out of the rally.

As you can imagine, we were very disappointed. That's two rounds of the BRC without a result, so now we're really hoping for a good result at the Pirelli Rally, the third round of the BRC in a couple of weeks time. (April 29-30). We must be getting closer to a really, really good result!

Since then, I've been back at work and we've been getting ourselves organised for the next events. Becs been getting all the documentation sorted and there's heaps of that and I've been watching our in-car footage and working out how I can do things better next time. Always looking for ways to be better and faster.

After Easter it all gets hectic

again. We have two rallies coming up in quick succession. We have the BRC round and then when we finish that, we head straight to Italy for the next WRC round literally. We finish the BRC rally on the Saturday night and start driving to London Airport!

Luckily my mum is coming over to be team manager for us so we can just focus on the driving during the events. We figure her job means she gets to do the six-hour drive to London so we can sleep! Then we all get on the plane and head for Italy and hopefully a much smoother week in Sardinia than we had in Portugal.

Between now and then, believe it or not, we are actually going to stop for a couple of days and have a holiday! I'm really looking forward to catching up with my friend Emma who has just moved over to London, and Bec and I are taking her to Ireland for Easter. We will be staying with friends and I have a big Easter egg hunt planned. That way I'll know where all the eggs will be hidden!

Oh, and there's a rally going on in Ireland as well so we might just do a bit of spectating too!

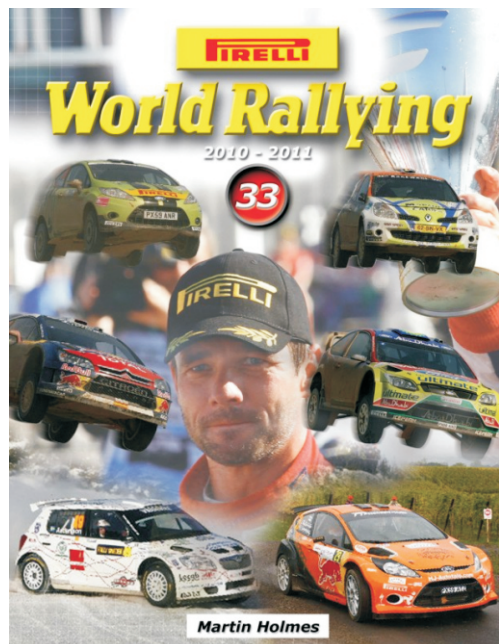
Have a great Easter break.

Talk to you soon.
Cheers Molly.



PIRELLI WORLD RALLYING 33

2010-2011



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DESCRIPTION:

Martin Holmes' World Rallying annuals, for the 24th time with the support of Pirelli, are recognised as the leading books on international rallying in the world. Previous editions have established this annual as the leading reference book of the sport, used by the industry, journalists and rally fans all over the world.

Centred on the 2010 World Rally Championships, there is also coverage of the IRC, European, Asia-Pacific, Middle East and African regional championships, and many national championships around the world. All the features are illustrated comprehensively, primarily by Maurice Selden's photography.

The book also gives a unique appendix of results of all the major national rally championships round the world.

FEATURES:

FOREWORD by 2007 Formula 1 World Drivers Champion Kimi Raikkonen, Jan Kopecky Skoda's national driver tells the story of his career, PETTER SOLBERG WORLD RALLY TEAM The team who dared to challenge the establishment teams, LEGENDS STILL ALIVE Ford Escort classic competition, WORLD RALLY CARS OF THE FUTURE explained by FIA Technical department chief Jacques Berger, SPA-SOFIA-LIEGE Stories from one of rallying's most amazing events, SINGLE-TYRE SUPPLIER reflections from Pirelli, PIRELLI STAR DRIVER how the Class of 2010 fared and the newly inaugurated WRC RALLY ACADEMY IN 2011.

AUTHOR:

Martin Holmes has been writing books, preparing reports and supplying rallying information and photographs to magazines and the industry in all six continents since the World Series started in 1973.

TO BUY CONTACT:

Greg Yard at Simpson Safety on ph. 9545 6662 or mob. 0407 108 103 or by email at sales@simpsonraceproducts.com.au Cost is \$54 plus \$5 postage and tell him you are from NSSCC

PIRELLI WORLD RALLYING 32

Simpson Safety is now a sponsor of NSSCC Wheelspin so support the companies that support us by subscribing to their publication.

Out now with all the regular features of 'the bible' of world rallying!

Forwarded by Petter Solberg, the now popular privateer this edition also features the Golden Age of Italian Rallying by Abarth's former chief engineer, Rallying in the New World – Brazilian style, Erik Carlsson who changed the image of Saab, Next Generation Cars on the development of the Ford Fiesta Super 2000 and more.

Included in the run down of the 2009 WRC season of course is Martin's report on our own first ever East coast WRC event filled with drama from beginning to end!

To secure your copy, again for our loyal mail order people the all inclusive price has been reduced to \$63 thanks to our strong Australian Dollar. All payment methods are accepted and contact me for Direct Debit details if you prefer this option. Every effort will be made to deliver for Christmas!

All the best for xmas and have a happy, safe New Year. Kind regards, Greg Yard



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CONDO 750

WHAT A CHALLENGE



Over the Easter break was my first foray into off road racing and I must say it was a great yet very different experience to what I am used to. The Condo 750 was 500 competitive klms run entirely on private property which appeared to be about 15 individual farms lined together. The organisation must have been huge to get it all to interlink and keep transport to a minimum, a fantastic effort from Allan Wells and the organising committee.

Having never been in an event of that nature before and being in a production class diesel we were about car 20 of 25, ending up 13th and second in class, three of us in total. The Mitsubishi Challenger was only finished the day before and the suspension untried and the brakes bedded in on the Halda check. Despite all of that it never missed a beat and spent most of the weekend on or near the redline (only because I could not hear the engine). Likewise the Radflo suspension worked great and withstood the two biggest jumps I have ever done in a competition car in my life, the only damage being my rear end (mine not the cars). The combination of driving through open paddocks, ploughed fields and tight twisty tracks with some serious off road efforts was a true adventure and well worth a go at some stage if at all possible.

My brother David navigated for me which marked the return of the Brothers Inall in the same car fir the first time in many years. The main aim for Condo was to learn about this style of event as I am off to do the Australian Safari in September but navigator is a tba as David cannot commit to the time away from work and family. The car was great and only requires a small amount of fine tuning though the boys came up with a large to do list, none of it is overwhelming.

If it was not for the help from Anthony Edwards, Brett Wright and Harvey Smith during the lead up we would not have made it. The efforts of those guys during the event along with Ric, Fro, Rob Edwards, Ces, my wife Karen, dad, and my brothers, were much appreciated. Brett got a run with Boyd in a rodeo on day two and finished in front of us, bastard.

Robert Inall



WIN A HOLIDAY AT RALLY QUEENSLAND

If your going to check out the 2011 International Rally of Queensland, make sure you track down to the Driver Skills Australia Rally Team who will be giving away some great prizes during the event. One lucky winner will get a 4 day holiday in a Britz 4WD Campervan thanks to the team at Britz Australia who are proud sponsors of the team. To enter you will have to find the team, check out the Britz van on display and fill out an entry form. In addition, the runner up will get 2 free driver training courses valued at \$275 each. So pop in and see Mark and his team at Rally of Queensland and you may get the holiday you have been waiting for! For more information visit www.DriverSkillsAustralia.com or find them on facebook under Driver Skills Australia *Terms and conditions apply





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FROM THE EDITOR

Hi All,

Thank you all for your welcome last month. It was good to meet those who I did. Looking forward to the meeting this coming Monday. Last issue I asked for people to send through any information they would like to publish in this E-Mag. I have only had the email set up for a week or so, however I am pretty sure the address was available and I didn't see any articles or sales or photos or anything. Don't be shy or scared, I am sure the rest of the club members would like to see what others have been up to before the club meeting. If not just to keep up with what we are all doing, it gives us talking points at the meeting to discuss over a steak.

In the last issue, I did offer a competition for the best judged photo sent through and published over a three month period. With April now passed, we have two months left to get a pic through. At this rate the first in will be best dressed. The pics do not have to be related to competition or even motorsport, although they do need to be original and one that you have supplied yourself. You could even pose with your partner in costume as Will and Kate for a laugh.

Please send any information you would like published to wheelspin@nsscc.com.au.

Thank you all very much and I look forward to seeing you Monday.



RYAN SMART CLAIMS FIRST EVER CHAMPIONSHIP ROUND WIN

Queensland Toyota driver Ryan Smart has dominated the opening round of the Bosch Australian Rally Championship taking victory in the Quit Forest Rally after winning both heats in his Toyota Corolla Sportivo in the forests around Nannup in South Western WA.

Smart a 29 year old motor mechanic from Yandina on the Sunshine tackled the second day of the rally with the same fast and aggressive style as he displayed on day one to complete another flawless drive to win the heat by 29.1 seconds from Victorian Mitsubishi driver Mark Pedder.

It was the first rally to be run under the new Unrestricted formula for the championship with the leading turbo cars not running turbo restrictors with up to 400 horsepower.

Steven Shepherd led the heat after taking the first two tarmac stages around Busselton on Saturday evening but a turbocharger failure mid way through today's stages forced the Mitsubishi Evo 10 driver out of the rally leaving Smart to battle Pedder and the Mitsubishi of Justin Dowel also from Victoria.

Smart was fastest on four of the ten stages today and was always in command in the dry and dusty forests around Nannup 60 km inland from Busselton on the West Australian coast.



The victory for Smart, who was runner up in the 2010 Australian Rally Championship, means he takes the series to his home rally in the Sunshine Coast Hinterland in a month's time.

"It was a bit nerve wracking into the last one but we did it," said an elated Ryan Smart.

"We're over the moon, it was a lot of hard work in the off season and we didn't know what to expect coming into this event.

"I was disappointed on Friday evening being off the pace but once we were in the forests we knew we had the goods, my new co-driver John Allen has kept me level headed all weekend and we're stoked at the win, it is really exciting and I am looking forward to Rally Queensland where we can really show some speed," he added.

"I am very confident heading to our home event, being familiar with the roads and terrain so we're very confident of a win and bagging some more championship points to extend our lead," said Smart.

Mark Pedder tried hard to match the pace of Smart but was unable to consistently take time from the Toyota driver in the dry and challenging forests.

Pedder had his own battles to fight off the hard charging fellow Victorian Mitsubishi driver Justin Dowel. Despite nursing an ailing gearbox all rally Dowel managed to close to within three seconds of Pedder, crossing the finishing line 2.9 seconds behind in third.

Local WA Subaru driver Alex Stone brought his car home in a fine fourth place ahead of fellow West Australian Subaru WRX drivers Tom Wilde in fifth and Chris Anderson in sixth.

Wilde took the Rallyschool.com.au Junior Australian Rally Challenge for four wheel drive cars while Victorian Will Orders took the two wheel drive honours in his Nissan Silvia, the pair qualifying for the Junior challenge shootout at Rally Australia in Coffs Harbour in September.

The rally took its toll with eight cars forced out in today's second heat including the Shepheard Mitsubishi and the works Honda of Eli Evans that broke a drive shaft just three stages from home, while the local Subaru of Andrew McDonald exited with a spectacular rollover at a spectator point.

Stewart Reid comprehensively won the Classic section in his newly built Ford Escort RS1800 coming home 2 mins 27 secs in front of the Holden Commodore V8 of former Australian Rally Champion Barry Lowe

Round two of the five round Bosch Australian Rally Championship will be the International Rally Of Queensland on May 13-15.

BOSCH AUSTRALIAN RALLY CHAMPIONSHIP: RD1: QUIT FOREST RALLY BUSSELTON WA HEAT TWO. FINAL RESULTS

1. Ryan Smart/John Allen (Qld)Toyota Corolla Sportivo	1hr 6min 12.8 sec
2. Mark Pedder / Lee Tierney (Vic)Mitsubishi Lancer Evo 9	+ 29.1 secs
3. Justin Dowel/ Matt Lee (Vic) Mitsubishi Lancer Evo 9	+32.0 secs
4. Alex Stone/ Hanna Drury(WA) Subaru WRX STi	+2min5secs
5. Tom Wilde/ Neralie Wilde(WA) Subaru WRX STi	+2min 36.1secs
6. Chris Anderson/ Ben Searcy(WA) Subaru WRX STi	+3min 57.0secs



REID TAKES THE CLASSIC CROWN AT QUIT FOREST RALLY



“The Car ran faultlessly”, a jubilant Stewart Reid exclaimed after finishing on top of this year’s classic score sheet in the first round of the ARC last weekend.

Reid, who runs SR Automotive in Kippa Ring a suburb of Brisbane, is “living the dream” of driving one of rallying’s most iconic rally cars.

Reid’s RS1800 is the same specification as the RS 1800 of WRC World Champion Mikko Hirvonen and is built by leading specialists, Historic Rallysport in the UK.

The QUIT Forest rally was Reid and co driver Iain Stewart’s first run on a gravel event in the team’s brand new Escort RS 1800, it’s only other outing in the tarmac Rally Tasmania in February where Reid placed in the top 5.

“I had not had any real chance to test the car on gravel” Reid said after missing a test session. “The first two stages were scary, I was wondering where the centre and front diffs were!”

Last time I competed here was in a Toyota Corolla Group N (P) car – they just turn and go”!

Whilst Reid was never headed during the event, he enjoyed the chase by fellow Classic drivers Barry Lowe in his Autosport SA Commodore and Dave Thompson in the thundering Falcon XY GT.

The Classics proved popular in the rally with many people looking at the cars at the end of the Busselton Super special stage and at service. Reid fitted tarmac tyres for the Super special – running on old rally tyres not an option, as he didn’t have any.

All the Classic crews are part of the ever-growing Classic rally movement in Australia. ACRA ran a successful ARC Classic competition in 2010 and members thrilled thousands of spectators at ARC events. The next event is the International Rally of Queensland where the cream of Australian classic cars will be there to thrill the thousands of spectators expected.



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