



NEXT MEETING

**Monday
6th June 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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Wheelspin

JUNE VOLUME 9

FROM THE PRESIDENT'S DESK

Welcome to the June edition of Wheelspin.

Glad to be back with you again after AGM and glad to be accepted as President of the club for another year.

I was reflecting the other day on just how difficult club motorsport has become in this age of O, H&S, liability and duty of care.

Back in 1980 when I first joined NSSCC the club ran an event just about every month of the year, there were hillclimbs at Silverdale (now closed) and Amaroo (closed), dirt circuits at Amaroo (closed), Jiliby (closed) Supersprints or lap dashes as they were once called at Amaroo and Oran Park (also closed) and the club ran two rallies every year, a clubman at Braidwood and a State round at Batemans Bay as well as a Six Hour relay race at Amaroo Park.



Thirty years later Sydney has almost doubled in size and we have just one race track and no dirt circuits, no hillclimbs, our club struggles to find venues to run the simplest of club events and it has become increasingly difficult and more complex to run events.

It is easy to blame CAMS but it is bigger than that, it is a symptom of the way we have allowed things to get in our society. Everything has to be risk assessed and made more complex for even the simplest things. Lets face it hi vis clothing is now an industry in itself all because some risk assessors and insurance companies are trying to cover their arses.

In the past month NSSCC has found itself the victim of this sort of over complex red tape that just makes it hard to plan, function, attract members and keep you guys the current members interested and involved in the club.

As you all know we 'found' Riverside Oaks and successfully pioneered some fantastic and enjoyable khanacross events there over the past year. Then with planning for our May 22 event well underway the venue was shut down by Baulkham Hills Shire Council following a small number of complaints about noise or dust coming from days run by Rallyschool at the venue depending on who is telling the story. This means that due to nothing the club did we now are struggling for venues to conduct events that are the staple of what we do, our very reason for existence.

We have a possible alternative venue in the form of Western Sydney Dragway but a few issues with its lease agreement with Western Sydney Parklands Trust have to be sorted. These revolve around the usage agreement the dragway has but they are hopeful this will be sorted in the next few weeks.

The problem we all failed to recognise actually started 10 or 15 years ago when gradually all of the venues I mentioned above started closing. It is almost too late now. When Amaroo closed we didn't think too much of it because Eastern Creek had opened and we all thought there were plenty of venues but there weren't and we should have sought some new venues then rather than hoping some magic wand will be waived and land - for a sport that is perceived as both noisy and slightly un acceptable to nearby residents - will suddenly become available in the Sydney basin where there isn't enough land for housing let alone motorsport.

Our major priority in the next five years as a club should be securing some land for a club motorsport/ driver training facility and we should not resile from that task.



In the meantime we are working to secure Western Sydney Dragway's southern dirt car park as a khanacross venue and we have our fingers crossed that Rallyschool will get its DA up at Riverside Oaks and we can return to that venue.

To other matters and we are going to trial a new meeting venue from July onwards to create a better atmosphere and a more private location for our monthly club meetings. We have done a lot of investigation and the Greengate Hotel at Killara has emerged as a perfect venue. Our meetings will be in a great private room upstairs with its own bar. There are great and very reasonably priced pub meals available downstairs before the start of the meeting and for the first meeting the club will be subsidising half price drinks for an hour, which makes it even more attractive.

This month we have rally legend Barry Ferguson as the guest speaker at West Ryde while in July we are working on a very special guest speaker to kick off our new meeting venue, but more about that later.

I am sure our Wheelspin editor James Stroud will make an appeal later in the magazine but we need stories from you about your competition exploits, drives you've had, trips overseas anything that might interest our members. Don't forget as well that we also need your For Sales/Wanted to Buys etc. for our magazine classified section as well. There haven't been many rallies lately so get into it get involved and help make the mag a bit more interesting.

All the best till next month

Jon Thomson
President

CLUB MEETING 6th OF JUNE 2011

Meeting Starts at 7:30pm

Last Meeting at West Ryde Hotel

Guest Speaker: Barry Ferguson



SUCCESS FOR TAYLOR IN BRITISH RALLY

They say 'third time lucky' and it has proved true for Australian rally driver, Molly Taylor, who has posted a confidence-building result in the third round of the British Rally Championship after posting DNFs on the previous two rounds.

The 22-year-old Sydneysider and her Queensland-born co-driver Rebecca Smart finished second in the Fiesta Trophy in their Fiesta R2 and 13th outright in the Pirelli International Rally in Carlisle.

The pair were in 21st outright after the first two stages of the event, run on Friday, April 29, and then slowly made their way through the ranks during a marathon 10-stage battle on Saturday.

"The roads were so fast and I really enjoyed driving them," Molly says.

"We had two flats in the morning stages on Saturday, but made a lot of progress in the afternoon. We're really happy to get a BRC event finished after our bad luck in the previous two. The next goal was to be in the top three in the Fiesta Trophy and we finished second, so we're extremely happy!"

The Aussie duo had a marathon six-hour drive to London as soon as they finished the British round so they could catch a flight to Italy for this weekend's second round of the 2011 WRC Academy Cup. It will be run during the full WRC Rally d'Italia Sardegna (May 5-8).

There are three full days of competition in Sardinia but the Academy field will contest just two days. They spend the third day with their Academy tutors, reviewing their performance in readiness for the next round.

The two Australians are hoping to improve on the eighth position they posted during their debut in the first event of

the Academy Cup, the Rally de Portugal in March.

All Academy competitors drive identical Ford Fiesta R2s with a Pirelli control tyre. Molly has bought an identical car for the British series, to ensure better preparation for the 'main game'.

The British event started and finished at Carlisle Racecourse, kicking off with two 11km runs through Newcastleton Forest on Friday evening, punctuated by an autograph signing event in Newcastleton village centre.

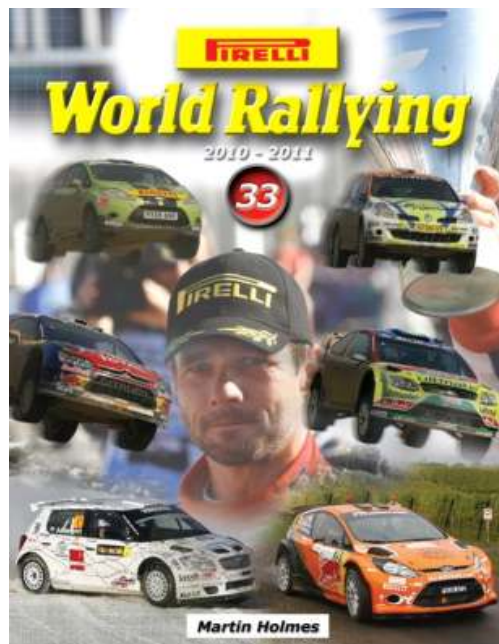
Following the overnight halt, a further 127km, split into 10 competitive stages, were tackled on Saturday, all of them taking place over the dry and dusty gravel roads in Kielder Forest.

The fourth round of the Dulux Trade MSA British Rally Championship sees teams swap from gravel to asphalt roads, when they head north of the Scottish border for the Kelso-based Jim Clark International Rally on May 27-28.



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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DISAPPOINTMENT FOR AUSSIES IN ITALIAN WRC ROUND

Frustration and disappointment are the words Australian rally driver Molly Taylor is using to describe her weekend run at the Rally d'Italia Sardegna.

The Sydneysider and her Queensland-born co-driver, Rebecca Smart, damaged the radiator of their Ford Fiesta R2 during a heavy landing on the second stage of Day Two of the World Rally Championship event.

The Sardinian rally, which served as Round Two of the WRC Academy series created to test drivers under 25, started last Friday (May 6) with eight stages. The young drivers also contested Day Two (Saturday), which was made up of six stages, before finishing their event with a compulsory Academy de-brief on their performance and results.

Molly, who celebrated her 23rd birthday on the Friday, described Sardinia as 'incredibly tough', a real test of cars and drivers unlike any rally she has contested before. It's not surprising – only five of the 17 identical Academy cars finished the first day, with no less than eight falling victim to a rock which ripped out sump guards. Molly's car was one of them.

"I wasn't happy with our pace in the opening loop and then we had a puncture in Stage Four which cost us time too, but after that things were definitely improving – until we hit the rock."

After the Academy mechanical team worked miracles on the broken cars, the two Australians and many of their rivals were able to compete on Day Two under the 'Superrally' rule. This means a crew can restart the event – and be eligible for points – after retirement due to technical or mechanical problems, in exchange for a time penalty.

In this case, five minutes was added to their time card but their chance to negate that would be short-lived. The first stage went well but by the second it was all over. The duo was well taken care of by friendly residents until they could retrieve the car from the stage, but it was not enough to ease the pain.

"What can I say? It's obviously not the result we wanted," Molly says.

"I wish we'd had more kilometres on Friday when we were in such a good position with so many other cars falling by the wayside, but then we did too.

"And we were looking good and feeling quite confident after the first stage on Saturday, only to come unstuck on the next one. Frustrated and disappointed are the only words that describe it all, but we're taking on board everything we've learned so we do a better job at the next round in Finland."

The third round of the six-event WRC Academy Cup will be part of the iconic Neste Oil Rally over the weekend of July 28-31, but the Australians will be back in action before that. They've entered the Jim Clark International Rally (May 27-28), the fourth round of the 2011 British Rally Championship series.

The WRC Academy competitors all drive identical Ford Fiesta R2s prepared by World Rally Championship specialists, M-Sport, with a Pirelli control tyre. Taylor and Smart are running an identical car in the British series.

More information on Molly and Rebecca can be found at <<http://www.mollytaylor.com.au>>



THE DSA RALLY TEAM GOES SURFING WITH LAYNE BEACHLEY

The Driver Skills Australia rally team is all about pushing the limits of each individual team member – about reaching and pursuing goals – at all costs. It's this drive that led them to support the Layne Beachley Aim For The Stars Foundation. "Layne Beachley is an amazing athlete – who has pursued her dreams and become the best at her sport" says Mark Butcher team owner and driver. "And even more so – she did it all on her own financially and still made it to number one in the world".

The Layne Beachley Aim for the Stars Foundation provides financial and moral assistance to girls and women across Australia to help them realise their dreams in sporting, academic, community or cultural pursuits.

Layne Beachley, seven times World Champion Surfer says "I am able to inspire and motivate women across Australia to dare to dream, pursue their passion and aspire to achieve. My support will give females the opportunity to maintain a determined focus on their goal, to achieve their dreams earlier in life and allow them to further their ambitions and aim for the stars"

As a privateer competitor, Butcher knows all about the hardships of fully funding his sporting pursuits. "Having competed in rallying for 15 years we feel privileged to be supporting a foundation that enables young women to pursue their dreams with both financial and mentoring assistance" says Butcher. "My company Driver Skills Australia has developed a mentoring program where this year we are supporting a young driver in our sport – Kyle Austin. "Mentoring is an important part of our company culture" says Mark, "as is supporting young women to enter our sport."

Driver Skills Australia, of who Butcher is the founder and Director, employs several female trainers and has a couple of ladies on the rally crew as well. "Motorsport as many high competitive sports are often male dominated" says Mark, as in the world of Surfing, the world of Motorsport can be much the same. We hope to help break down these barriers through our driver training program and our work with Layne and the foundation".



Layne Beachley will be attending the International Rally of Queensland – Round 2 of the ARC on the sunshine coast on Friday evening 13th may where she will be surfing it up with Mark and the team.

"We have some fun activities planned for the media and general public" says Butcher – we are eager to get the foundation and our sport as much attention as we can".



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FROM THE EDITOR

Hi All,

A few more stories for this issue which is really good to see. Keep them coming and let's get some interest in what we are doing and where we are going as a club. I know I am still fairly new to the role, but it's good to see a few more people showing interest.

I think the photo comp I was trying to run has gone by the wayside as I haven't had any photos come through except the ones attached to articles and they are not exactly the idea. . See what people think at the meeting on Monday. Still, as a newby it was worth a shot to get some info coming through.

If people are looking for parts or cars, why not send me something to include in the next issue, likewise, if you have something you would like to sell, let's get it in here.

A few weeks ago when I was on a break up the coast I got to test drive the Segways. How cool they are. I want one. No, I want a few, cause I'm sure I'll find a way to break them. Such a strange feeling, leaning where you want to go and the motors doing all the work. Had pretty sore legs when I got off though. Segway Xperiences were hiring them out for \$10 for 15 minutes at Knockrow castle, near Byron Bay. There are a number of hire companies with a range of packages right up to complete tours through the bush. Definitely worth a go if you haven't done it before.

Looking forward to the meeting Monday night. See you all there!



PERSONALISED PROFESSIONAL PRINTING GOES RALLYING WITH THE DSA RALLY TEAM

It's been a huge month, for both myself and in Business as PP Printing. Earlier in the year, the decision was made to support a Tasmanian rally team, Driver Skills Australia, for the year with all printing for both their national business as well as the DSA rally team competing in the Australian Rally Championship.

I traveled with the team to Queensland for the second round of the ARC to promote my business as well as the team, their business and their other major sponsor, Britz. Britz supplied one of their top of the range motor homes for us to show and offer a 4 day holiday to those who looked through the motor home and registered their details. I seemed to be the only sponsor who was actively participating in and around the team during the event as well as handing out bumper stickers and flyers to promote the three entities.



After two days of working on the newly equipped DSA machine, I headed into Maroochydore to walk the streets and talk to locals about the Rally and entice them to spectate and come and see the team. To my surprise, there were only a handful of people who even knew there was a rally in their backyard, and quite a few that didn't know what a rally was. This was a bit of a shock for me having been around rally cars since first moving to Sydney in 1998.

The newly equipped DSA machine had been completely stripped and copped an upgrade to the Sti Spec C engine and Prodrive suspension only arriving the day before we got into Maroochydore with the car. We also fitted new brakes and rotors as well as a new camera which records in HD. Not to say there were no problems, there were a few. Some sensor issues on the engine meant that it would only rev to 6K and lost power on the way there. We also had to do quite a bit of modification on the struts so that we could install

the suspension and it was installed and re-installed three times. Team owner, Mark Butcher spent a lot of time on the lap top, talking to some people in New Zealand trying fixes until they were able to get the engine performing part way through the media day.



The Spectator Special Stages were fantastic with a very good view of all the cars pushing the package through the wide bitumen streets of the new industrial zoned area at Caloundra. Very well set up and a lot of fun for the spectators. We had a lot of interest in the van and in the team as driver Mark Butcher was one of the more exciting cars to watch sliding through the bends on the first night. The second night the car had quite a few issues and it was very disappointing to see that they had turned up late after being forced to fix the car on the side of the road when a ball joint fell out of the front left knuckle.

All things aside, the team managed to get the car to the end of the rally with only minor problems and finish the event in 8th outright. For a car that had not been driven before the media day, and wouldn't, with a co-driver who was competing in his second event and some issues along the way, a very good result. This result also see's the team sitting 6th outright in the ARC going into South Australia in nearly two months time.



SMART TAKES SECOND ARC VICTORY IN INTERNATIONAL RALLY OF QUEENSLAND



Ryan Smart and John Allen have taken their second ARC victory at the International Rally of Queensland in the Sunshine Coast Hinterland today.

Following victory for Smart at the Quit Forest Rally last month, Ryan was confident and hoped to repeat what he did in Perth, taking the lead early and maintaining it throughout the rally. Things didn't go as smoothing as planned making it a nail-biting finish right to the last stage.

Ryan and John finished Leg One in third place after having a number of troubles throughout the day.

"Everything just seemed to go wrong today, we had the power steering belt come off after hitting a rock, and then issues with the diff that was putting us in and out of three wheel drive, not to mention some of the close calls off the road and an intercom failure." Ryan said at the end Leg One.

"We're just glad to be here and hopefully we'll have a good clean run tomorrow."

Luckily this was the case and Ryan chased down Pedder and Dowel steadily through the day, decreasing his 32.4 second deficit. Before entering the final stage Smart and Allen were placed third in their Smart Motorsport Corolla with only 2 secs to leader Mark Pedder and 1.5 secs to second placed Justin Dowel.

"With 34 kms in this stage I'm just going to do my best and drive as fast as I can" Ryan said at the final refuel.

Ryan and John put in an amazing time taking the overall victory by 13.4 secs to equally second placed Dowell and Pedder, and winning Leg 2 by 29.7 seconds over Pedder. After everything that went wrong yesterday, it was just so good that everything went right today and we were able to pull out the victory. I'm absolutely stoked." Ryan said at the podium presentation.

"I think there will be a big party tonight!"

The next round of the Australian Rally Championship is the Scouts Rally SA in the Barossa Valley 30th – 31st July.

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MAXCREST RALLYSPORT

2011 PRE-SEASON UPDATE

Well it's been a long off season but the 2011 calendar is upon us and the Maxcrest team have been working furiously to get the car all squared away for our first event back. With the experience of last years' shakedown season under our belts, we are ready to attack a full season with our aim to take out the class win in at least one championship and be a competitive force in the 2wd categories.

This season brings another change with the silly seat being occupied by the super experienced Matt Sosimenko. Matt has Co-Driven in a number of different vehicles over the years and with his normal driver having a rest for a year, he has agreed to give the little yellow rocket a whirl. I Can't wait to hit the stages, his rally experience will be invaluable for the season ahead.

As for the car, well we have been busy with a few patch ups. Thanks to Stu and Tim Wilkins at SW Motorsport who have performed another gearbox freshen up (required due to user error in Canberra). Also it was discovered that the Canberra humps and jumps really took their toll on the chassis, with some serious repair work having to be undertaken to patch it all back together. With some donor parts being sourced off another wrecking car, we can patch the beast back together.

Huge thanks to Arthur and the guys at Cardiff Body Shop for all of their support, I couldn't do any of this without you...And all while moving workshop! But like many things that roll into the Cardiff Workshop and spend a little time there, they somehow get "oranged"...Coincidence that its Arthur's favourite colour?...Maybe...but keep a look out for the new colour scheme this year as well.



Check out the sneak peek...

Finally the season ahead; well luckily for us there have been a couple of the earlier rounds canceled or postponed due to poor weather and other factors. This took away some of the pressure for us to get the car ready, but we are still pushing to ensure everything is sorted in time. The famous event in Bega is scheduled for June 12th and is a round of the NSW, VIC and ACT championships. We are registered for the NSW and ACT championships, but our main focus is the NSW Clubman championship that is more closely aimed at 2wd vehicles. So the long traveling distance, expense and its close proximity to the first Clubman round on the 25th of June means we have decided to sit it out.

So our planned season now reads...

- Blacksmiths Inn Rally, (located between Taree and Port Macquarie) :- 25th June
- Rally Manning Valley, Taree :- 23rd July
- Myall Stages, Buladelah :- 14th August
- Bathurst Rally :- 24th September
- NatCap Rally, Canberra :- 29th October

In addition to this there will be another Canberra based event rescheduled somewhere in there. So the plan is to keep good pace, while trying to keep the car on its wheels and running, as the whole season is more or less crammed into only half the year, a major repair requirement could spell the end of a championship chase.

So there you have it, I personally can't wait to get back behind the wheel and into the forest. Stay tuned for updates throughout the year. Feel free to let me know if you are keen to head out and check out one of our events we'd be more than happy to show you around. Also, as a precursor to the season ahead we may be looking to do some testing which will be as nearby as possible, it could be a good opportunity to head out for a look....We'll keep you posted.

Cheers,

Darren "Disco" McLanders

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