



# Wheelspin

JULY VOLUME 9

## NEXT MEETING

Monday  
4th July 2011

Greengate Hotel

Pacific Highway

Killara

7:30 pm

Dress Requirements

Shoes, Socks and Shirt.

No thongs or T-Shirts

### Website

[www.nsscc.com.au](http://www.nsscc.com.au)

Membership Enquiries

Lisa Emmerson

0411 140 596

[lisa.emmerson@bigpond.com](mailto:lisa.emmerson@bigpond.com)

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## FROM THE PRESIDENT'S DESK

Welcome to the July edition of Wheelspin as the year races into its second half and we look forward to our new meeting venue at the Greengate Hotel.

It should be a fantastic night with Colin Bond as the guest speaker and some of his team from the old Ford Rally Team days including John Gray and Bruce Garland. Come along have a meal in the downstairs bistro and then come on up to the private room we have locked in for our meetings. We have our own bar and we will have discounted drinks for all those who take the time to turn up, there will also be a lucky door prize so make sure you are at the Greengate for our first monthly meeting there.

Thankyou to Barry Ferguson for being our guest speaker at the June club meeting. It was a fascinating story he delivered about how he got started in rallying, his success in VWs through the 1960s, his exploits in the early days of the HDT with Harry Firth and of course the mighty '68 London Sydney Marathon and his second placing in the Repco Round Australia in 1979. It was a great night and thanks again Barry.

Don't forget also that our next khanacross is being run at Hampton on Saturday July 9th so get your entries in to Ben Cullen our secretary for the event and make sure you come and have a good time in the Mountains. It will be cool and bracing but well worth the trip for a fun day on some great roads around the Hills club grounds.

If you cannot run perhaps you can come up and help us out as an official for the day, it would be greatly appreciated.

We are still working hard to try and secure events at Western Sydney Dragway. As I explained at our June club meeting the current lease for WSID which is granted by Western Sydney Parklands Trust does not allow the venue to run anything other than drag racing when it comes to motorsport. This is part of the original agreement that ensured WSID and the ARDC across the road at Eastern Creek didn't cannibalise each other's track events and bookings. What we have of course come to know and realise is that Eastern Creek can't and won't run dirt based events, while WSID has a huge grass car park area at the far southern end of the property that is ideal for events like our khanacross. It may take some time to work through but the management at WSID and CAMS are confident that a resolution can be arrived at for this and that we can unlock what is a valuable motorsport asset for use by clubs.

Over the June Long Weekend there was plenty of motorsport on including the Bega Rally, the first round of the NSW State Championship this year (an unfortunate situation for the sport with weather and lack of events playing havoc) The Cullen Brothers finished Bega in a fine 10th O/R and fifth in the NSWRC section. They were also 2nd in Group N and second in the ACT Rally Series section. Great job boys and hopefully you have written a story that you will see elsewhere in this issue of Wheelspin. Also to be congratulated for their efforts at Bega were NSSCC club members Andrei Artamonov and Gleb Bonch in their Hyundai Excel who finished second in the Short Course section of Bega. Bad luck for NSSCC vice president Brett Middleton and co-driver Andrew Benefield who were forced out with a broken selector fork in the gearbox of Brett's "classic" Honda Civic, better luck next time boys.

I had the great fortune of heading to Central Australia to attend the Finke Desert Race for the first time. What an amazing event! A 226 km flat out blast down a rough and rutted track that follows loosely the old Ghan railway alignment through the desert to the Finke settlement. The car, buggy, quad and bike competitors camp overnight in



Finke before heading back to Alice on the holiday Monday. Along with the 500 bikes and quads the Finke attracts 100 buggies and other four-wheel machines and thousands of spectators who head off down the track and camp for the weekend to watch these ironmen of motorsport battle the conditions. It was a fantastic experience and one I would advise anyone who is remotely interested in motorsport getting to at some time in his or her lives.

All the best and see you at the Greengate on Monday July 4.



## NORTH SHORE SPORTING CAR CLUB

Come along and be apart of our new club venue at the famous Greengate Hotel on the Pacific Highway at Killara.

MONDAY 4th JULY 2011 - Club meeting starts at 7.30pm  
Dinner available in the bar downstairs from 6pm and then the club meeting from 7.30pm upstairs in our new meeting room.

We will have our own barman and there will be discount drinks for a limited time.

Also

- A lucky door prize to be won by some lucky members attending.
- Our special guest speaker Colin Bond

Come and here Bondy relive a history making time in Australian rallying with the masterminds that put it together -Bondy & members of the Australian Ford Works Rally Team of the late 1970s(Including Bruce Garland). Hear Bondy talk about this and other milestones in his career

See you all at the Greengate for a great night at the Car  
PS tell all those NSSCC members and former members and make it truly a night to remember.

# Latest From Molly Taylor

Hi

It was great to be back in the rally car again last weekend. We put the little green Fiesta in full tarmac spec for the Rally of the Midlands, which is a round of the British Asphalt Rally Championship.

It was only about 145km of competitive stages, but it was a good event to get a handle on the car in that spec and to get a feel for the way it behaves on tarmac, because two of the next four WRC rounds (Germany and France) are tarmac rather than gravel. The aim was to use the event as a test, but as a bit of a bonus we finished first in class and 13th outright, so that was great.

It was a tricky event with a real mixture of stages, all set around army barracks and a vehicle test complex. The weather was also really changeable which made it a challenge. Sometimes we were on wets in the dry and slicks in the wet. Added to that, there were often hold-ups and lots of short stages, so sometimes we started on cold tyres without any real distance to warm them up. It was all good practice!

It was also the first time that my new co-driver, Seb Marshall, was calling for me. Seb co-drove for British driver Harry Hunt in a Ford Fiesta R2 last year and won the Rookie cup in the JWRC and 2WD honours for the IRC. Everything went really well with us as a team and I'm very happy.

Now I'm back at work at M-Sport this week, trying to get as much done as possible – and catching up on the washing and my tax returns at night! I'm off to Ireland this weekend to pack the service truck and drive it back to England, ready for Goodwood. Seb and I will be competing on the Forest Rally Stage at the Goodwood Festival of Speed which is on from July 1-3, so we need the service truck there. From here on in, life is going to get very very busy.

After Goodwood the rally car, service van and recce car will go on a freight ferry from England to Finland and we'll fly to Helsinki to meet it. Then we'll take another ferry across to Estonia for Rally Estonia on the weekend of July 16-17. From there it's back to Finland again for the next WRC Academy round at the end of July.

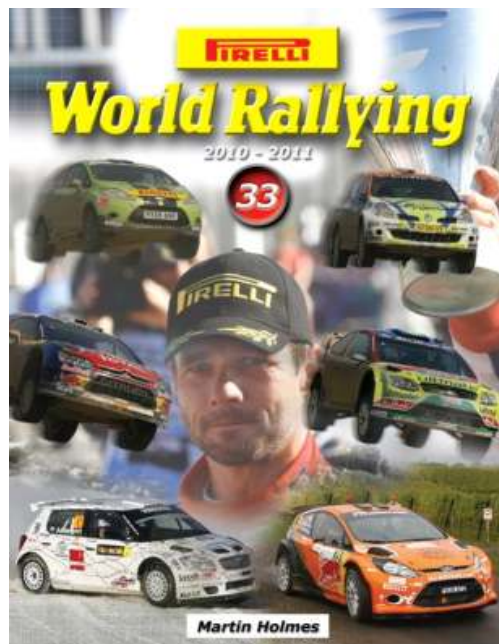
So the quiet times have come to an end but it was so good to be back in the car again, and I just can't wait to get out there and do some serious miles. But first, it's off to Goodwood to see how many famous drivers I can spot! I promise to take lots of photos and put them up on the site.

See you later.

Cheers,  
Molly



# PIRELLI WORLD RALLYING 33 2010-2011



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AUTHOR:	Martin Holmes
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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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## From The Editor

Hi All,

Bit of a rushed issue this month. Having just moved into a new house and still not hooked up to the rest of the world has made it a little difficult to communicate and put things together. The place I have moved to is awesome. Plenty of room for cars and storage. Looking forward to setting up the garage to work on the cars.

There was not a lot of information or stories sent through this month. You can thank your club president for supplying almost all of the content for this issue. Remember, we are happy to publish any material from club members. If you would like to contribute, please send all information to [wheelspin@nsscc.com.au](mailto:wheelspin@nsscc.com.au)

I am looking forward to checking out the new venue this coming Monday. It should add a bit more excitement to our meetings as well as having a bit more privacy. I hope that everyone else is looking forward to the new venue and I hope we have more people turning up to show their support.

See you all there!





# 2011 Tattersall's Finke Desert Race

For a tiny dot on a map the settlement of Finke (or Apatula to give it its indigenous name), population 250, the June Long Weekend is a time of major upheaval.

For two days each June the tiny village on the edge of the Simpson Desert about 226 km south of Alice Springs becomes the focal point of off road racing, its population swelling to more than 1500 with the influx of off road bike racers, buggy and car crews, service personnel and spectators.

Its been happening for the past 36 years, growing bigger every year and this year's Tattersall's Finke Desert Race was no different with 500 bikes and just under 100 cars entered for the dash from Alice Springs to Finke and back again the next day.

Describing the Finke is hard for those uninitiated in the finer points of off road racing, but borrowing a description once used for America's Baja 1000, it's a bit like a 24 hour plane crash mixed with a dash of insanity, a big dollop of highly competitive racing and a swag of the most sophisticated suspension technology you can muster.

Some outsiders might think it's like the Wacky races but that would be under selling how serious the Finke really is. You can't get more serious than race chassis that cost north of \$400,000 as a rolling shell with engines pumping out in excess of 800 horsepower.

This year marked a big turning point for the Finke, it was the first time a Trophy Truck or Extreme 2WD class vehicle would win the auto section outright with SA driver Greg Gartner taking victory after several of the more highly fancied and faster buggies succumbed to driveline problems.

"We could have gone faster on the way down but then we couldn't have been in a position to win on day two," said Gartner.



"We paced ourselves on Sunday but we went hard on the return and it was a great run," he added

The likes of five times winner and defending champ Dave Fellowes in his turbocharged V6 Toyota powered Jimco Buggy and WA's Travis Robinson, in his V8 powered Jimco along with past winner Shannon Rentsch in a similar Nissan powered Jimco all had driveline issues. The driveline failures many believed were due to the 'grippy' surface of the track, a legacy of the heavy unseasonal rains in Central Australia leading up to the race and the more than \$150,000 spent by the Northern Territory government on track repairs.

Fellowes only made it 20km down the track before the Peter Kittle backed machine broke a drive shaft he and co-driver Mark Bergamin replaced it losing close to 30 mins before making it into Finke in 21st place. The blast back the next day saw Fellowes absolutely flying in an attempt to make time up. He would finish ninth overall bagging some valuable Australian Off Road Championship points in what was arguably the standout drive of the 2011 Finke clocking a time 1 min 49min 15 secs, almost five minutes faster than Gartner's time in the Ford Trophy Truck.

It was also a matter of the apprentice bettering the master with Fellowes' former co-driver Andrew Kittle piloting the sister Kittle Motorsport Toyota Jimco to second overall in only his second attempt at Finke as a driver. Partnered by his brother Matthew, Kittle was fast and consistent finishing 6 mins 40 seconds behind Gartner after a fast and consistent run particularly on the return leg.

The weather and track changes did deliver the promised fast times -Travis Robinson shaved almost two minutes off Fellowes' 2010 time down the track to Finke - on day one and looked set to have a strong win. However the young West Australian Robinson and co driver Paul Currie aboard the number 13 Jimco buggy would retire with a broken gearbox between Mt Squires and Bundooma early on the return leg.



It might have been a Trophy Truck trifecta if SA crew Brad Gallard and Scott Modistach in the Monster sponsored Chev had not gone out with a mechanical failure on the return and the similar car of Greg and Liz Rowe had been able to last another 20km, the husband and wife team losing a wheel after clearing the final check point at Deep Wells on the return journey with second in their grasp.

Instead Kittle took the second step on the podium ahead of the Southern Cross buggy of Greg Hicks/Shane Braitling completing the total race distance of 452 kilometres in a time of 3 hrs 59 mins 35 seconds to be third outright.

In one of many interesting stories that always emerge from the multi faceted Finke, Townsville's Geoff Pickering captured a record tenth straight class win in class 7 for production cars, bringing his Pajero home in 28th outright, completing a perfect 10 finishes from 10 starts in the epic race.

A total of 38 of the 99 entrants in the Buggy and car section made it home while of the 500 bikes and quads entered more than 390 were classified as finishers.



The true ironmen of the Finke, the bike and quad riders always produce amazing stories of endurance and toughness. None more so than Bathurst's Ben Grabham who took his fourth outright win in the Finke completing the race with a broken hand.

Riding a 450 KTM for the Motorex Team Grabham battled with his teammate and defending Finke bike champ Toby Price virtually the entire way to Finke on Sunday. Grabham tumbled off the KTM just prior to the final checkpoint at Mt Squires; only to climb back on his bike and race on to Finke passing Price's stricken machine stopped by the side of the track a few kays later.

Nursing his broken hand Grabham kept the pain to himself after winning the run to Finke from another KTM teammate Jarrod Bewley who was enjoying his debut on the event.

In enormous pain Grabham was still able to race back to Alice the next day to record his fourth win finishing 1min 38 seconds clear of Bewley with Husaberg 570 rider Ryan Branford taking third. West Aussie Chad McKay on a CanAm was the best of the quads.

"I woke up during the night in Finke and realised I was in trouble, I started to panic so I didn't sleep much after that," said Grabham of his broken hand.

"I suppose I just pulled myself together and told myself that in these desert races anything can happen and you just have to keep on hanging in there, thankfully I made it back and took the win," he added.

After the 36th running of the legendary Finke it was clear that not event the damp lead up or the icy temperatures could spoil the party. With thousands camped out along the 226km route along the old Ghan railway alignment the 2011 Finke proved just as popular and testing as ever continuing to grow in stature and importance with every passing year one can only imagine the celebrations in four years when the Finke turns 40.



# Rally Australia Tickets Now On Sale

## Best Spots to see World Rally Championship Stars In Action

TICKETS are now on sale for one of the biggest motorsport events of the year, September's Rally Australia round of the World Rally Championship (WRC) on the New South Wales Coffs Coast.

Priced from just \$15 for an adult, tickets are available before the 8-11 September rally exclusively from Ticketek, via the internet, phone and retail outlets throughout Australia, including Coffs Harbour.

Rally Australia ticket-holders will see some of the world's greatest drivers in million-dollar cars fighting for the most prestigious international championship next to Formula 1.

Dedicated spectator locations on daily country stages in the Nambucca, Bellingen, Coffs Harbour and Clarence Valley regions and the nightly Coffs Harbour waterfront Superspecial Stage will allow close-up viewing of stars such as world champions Sebastien Loeb and Petter Solberg, Ford number one Mikko Hirvonen, Formula 1 champion Kimi Raikkonen and American YouTube stunt-driving celebrity Ken Block.

“The WRC is a dazzling spectacle played out in 13 locations around the globe. This will be the 21st Rally Australia but the first time people will be able to see it in this beautiful part of New South Wales,” said Michael Masi, General Manager of Rally Australia.

“It will be an opportunity for spectators of all kinds to witness the skills of these spectacular drivers and experience all the exciting atmosphere of a world championship contest – without having to travel far from their accommodation base and with access to all the attractions and facilities of a major holiday region.”

Rally Australia will visit different areas each day, all within around 75 kilometres' drive of the event base in Coffs Harbour – in the hinterland on Friday, southern areas on Saturday and northern areas on Sunday.

Ticket choices include Spectator Points on each day and night of rally action. The points will provide full amenities, including shuttle transport or parking, food, beverage and souvenir outlets and toilets.

Spectator Points at the Superspecial Stage in The Jetty precinct of Coffs Harbour offer the option of grandstand seating with certain ticket types.

Enthusiast Points on daytime stages are designed for more adventurous spectators.

They will provide better vantage points, but may involve walk-in access and fewer amenities. Crowd capacity will be capped, with tickets sold on a first-served basis.

Mr Masi said Event Super Passes promised the best value for money.

“An Adult ticket to visit one Special Stage Spectator or Enthusiast Point every day and the Superspecial Stage every night is just \$99, with an option to buy a Superspecial grandstand seat for a further \$76,” he said.

“An Event Super Pass means spectators will see the field race past their viewing location twice every day and twice every night – that's fantastic value!

“We expect this will be a very popular choice, as past research shows many fans like to follow the rally from start to finish.





“Alternatively, there are three-day passes for just the Spectator Points, Enthusiast Points or Superspecial, plus individual-day stage passes.

“All in all, there's a ticket for every viewing preference or budget, but I urge intending spectators to book early as capacity at all points is finite due to various conditions and some may sell out before the event.”

Corporate hospitality opportunities will be announced soon.

Up to 100 cars from overseas and Australia are expected to compete. Rally Australia will feature not only the World Rally Championship and Production Car World Rally Championship, but also the Coffs Coast forest Rally for the Bosch Australian Rally Championship and the Coffs Coast Classic Rally for classic rally cars.

Rally Australia General Admission tickets can be purchased on-line at [ticket.com.au](http://ticket.com.au), which also provides full information about ticket choices, including maps and Spectator and Enthusiast Point descriptions.

Purchases also can be made by phoning 132849 or at Ticketek agency retail outlets in all areas of Australia except the Northern Territory.

In Coffs Harbour, rally tickets can be bought at WOW Sight & Sound in the Home Central shopping centre.

Tickets at slightly higher prices also will be for sale to walk-up spectators at stage entry points during the event, when there is unsold capacity.

Rally Australia visitors will find plenty to do in addition to watching the competing cars from ticketed areas.

Entry will be free to the official start in the centre of Coffs Harbour and finish at The Jetty and throughout the weekend at the Service Park at Coffs Harbour Regional Airport.

The region provides a spectacular showcase for the World Rally Championship, ranging from lush semi-tropical rainforest in the hinterland escarpments to more than 70 kilometres of Pacific coastline.

There are many attractions and activities for everyone., including a lively arts scene and a wide range of dining choices for rally visitors.

Abundant accommodation is available in the coastal and hinterland towns and the region is served by frequent daily scheduled flights from Sydney and Brisbane.

Tourism and accommodation information is available at [coffscoast.com.au](http://coffscoast.com.au).

### **Key points:**

- Full-event or daily tickets available for daytime Special Stage Spectator Points (full amenities) and Enthusiast Points (limited amenities and capacity) and nighttime Superspecial Stage
- Daily Spectator Points for disabled or limited-mobility ticket-holders
- Tickets and information available pre-event from Ticketek on-line, by phone or at retail outlets
- Tickets for sale on-event at slightly higher prices at stage entry points, pending availability
- Corporate Hospitality options to be announced soon



## About Rally Australia

Rally Australia, Round 10 of 13 in the 2011 FIA World Rally Championship, will be staged on 8-11 September on the New South Wales Coffs Coast. Competition stages will be run on closed shire and forestry roads in the Coffs Harbour, Bellingen, Clarence Valley and Nambucca Heads local government areas, with the Super Special Stage, event operational headquarters, main rally car service area and international media centre in the beachside city of Coffs Harbour. Drivers and teams from many countries, including Australia, will participate. Ticketing information from [www.ticketek.com.au](http://www.ticketek.com.au) or [www.rallyaustralia.com](http://www.rallyaustralia.com), travel and accommodation information from [www.coffsc Coast.com.au](http://www.coffsc Coast.com.au). In 2009, Rally Australia attracted more than 86,000 spectators and was seen by more than 53 million television viewers.

## About the World Rally Championship

The 2011 FIA World Rally Championship (WRC) pits cars and drivers on 13 events though some of the toughest and most varied conditions on the planet. Crews and manufacturers – including Citroen, Ford and MINI - will battle it out for the annual drivers' and makes' championship trophies. In 2010, WRC dedicated television coverage was viewed by a total audience of 587 million people in 141 markets. For more information about the WRC, visit [www.wrc.com](http://www.wrc.com).

## For further media information, contact:

Chris Nixon  
Media Manager  
**P:** 0418 759 417  
**E:** [media@rallyaustralia.com.au](mailto:media@rallyaustralia.com.au)  
**W:** [rallyaustralia.com](http://rallyaustralia.com)

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E-mail:	president@nsscc.com.au	
Ph:		
Vice President:	Brett Middleton	
Email:	vicepresident@nsscc.com.au	
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Club Captain:	Howard Grove	
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Wheelspin Editor:	James Stroud	
Email:	wheelspin@nsscc.com.au	
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