



Wheelspin

AUGUST VOLUME 9

NEXT MEETING

Monday
1st August 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

Membership Enquiries

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FROM THE PRESIDENT'S DESK

Welcome to the August issue of Wheelspin.

Our new venue at the Greengate Hotel along with guest speaker Colin Bond and the fabulous video '40 Split Seconds' from the 1980 Castrol Rally proved an absolute hit according to all reports. Unfortunately due to work commitments I was away in Melbourne and couldn't be there but it was great to hear that we had a bumper crowd and that everyone had a fantastic night in great surroundings.

It is now up to all of us to continue to support the club and come along to the monthly meetings, it is a fantastic venue and we have a great deal with the Greengate so please support the meetings by coming along.

At our August meeting we will be showing a classic rally video from the 1980s created by one of the true geniuses of rally cinematography, Barry Hinchcliffe of BHP Films, the film in question is Local Heroes featuring the fight amongst the 'local' Finns Vatanen, Mikkola, Salonen and Alen as well as the likes of Stig Blomquist, Michelle Mouton and Walter Rohl. It is a fantastic video and will make for some great entertainment.

For our September meeting we have the four times Australian Rally Champion Neal Bates who will regale us with tales of his career in rallying and life at the moment without a drive in the top level of Australian rallying as well as giving us some details about the exciting new Celica classic rally car he is building at the moment. So please mark our September meeting down as a must in your calendar.

Bad news again earlier this month with the Hampton kharacross called off as a result of the disastrous weather that hit the Blue Mountains (and Sydney). We are currently working on a possible new venue for kharacross events in the Hills district close to our Riverside Oaks venue and hopefully we can secure this in the next few weeks so we can organise some events before the year is over. We have had a lot of disruptions due to one thing or another from weather to Baulkham Hills Council stopping competition at Riverside and hopefully the club will have some new venues we can lock in soon and we will keep you posted.

We are still working on Western Sydney Dragway as a possible venue and will come back to you soon.

Which brings me to the disastrous time rallies have had in NSW this year with weather and other factors causing cancellations of many events so far. The weather gods have not smiled on our sport this year; lets hope things get better soon.

To all of our members we need to ask you for two things. Firstly stories for Wheelspin. We are all interested in your exploits and we need stories to give Wheelspin some more content and greater interest. The other thing is to try and recruit some new members. It doesn't matter whether they are brand new to motorsport or they are old hands, they might even be former NSSCC members. If all of us have the aim of bringing three new members to the club we will have a fantastic injection of new members and the club will be even stronger.

In the meantime I look forward to seeing you at our August club meeting at the Greengate, be there or be square.

See you then



NORTH SHORE SPORTING CAR CLUB

AUGUST CLUB MEETING

SPECIAL VIDEO NIGHT

**WE WILL BE SHOWING THE LANDMARK
1984 BARRY HINCHCLIFFE VIDEO**

LOCAL HEROES HIGHLIGHTING THAT YEAR'S SPECTACULAR RALLY OF THE 1000 LAKES IN FINLAND AND FEATURES THE FIRE BREATHING GROUP B SUPERCARS OF THE ERA INCLUDING THE AUDI QUATTROS , PEUGEOT 205 T16S AND THE LANCIA 037 ALONG WITH THE STARS OF THE TIME, MIKKOLA, BLOMQUIST, MOUTON, TOIVONEN, ALEN, SALONEN, VATANEN AND ROHL.

ONE NOT TO MISS!

LOOK FORWARD TO SEEING YOU AT THE GREENGATE HOTEL PACIFIC HIGHWAY KILLARA . WE MEET UPSTAIRS IN THE PRIVATE ROOMS

MEETING STARTS AT 7.30PM

FABULOUS FOOD AVAILABLE IN THE BAR DOWNSTAIRS BEFORE THE MEETING FOR DINNER SO COME EARLY AND MAKE A NIGHT OF IT .

RING YOUR MATES AND BRING THEM ALONG FOR A GREAT RALLY MOVIE NIGHT

Cullen's Battle Bega

Bega has always been one of those places for us where just finishing was an achievement, in 2004 I blew a coil pack on the start line of SS1, in 2007 Mathew blew an alternator half way through SS1, and while our 2011 odyssey was a little more successful, it wasn't without lots of moments that could have ended our day.

Grey sky's greeted crews on a cold Sunday morning, with rain right up until the rally forcing SS2 to be cancelled before the rally start, and meant logs of wet and slippery roads ahead.

SS1 was started in sunshine and was probably the best stage of the day, it was still dry, smooth and a good shakedown to clear away the cobwebs, and with

most crews completing without issue. A long transport to SS3 allowed enough time for the sunshine to disappear and be replaced by clouds and of course the rain which would be all but constant all day. On SS3 is where we made our first error of the day (And by our I mean Mathew). He forgot that SS2 was cancelled and began to call that stage for SS3, it wasn't until 6k's in that we were back on the book, with a little time lost while I was driving blind. Back to service the ever reliable EVO6 requiring just a clean and a quick check.

SS4 is where our day could have ground to a halt, with the clutch saying no more of the start. It was all but free spinning and smelling like a train, so we slow down let the clutch cool down, and continue on, trying my best not to put too much strain on it for the rest of the event, but it meant a good result was all but out of the question and we concentrated on the finish from that point on.

SS5 had a great creek crossing, it was written in the road book as Triple caution, deep water come to a stop before stopping. I always know better and never really follow triple cautions and hit this creek a little hard, it was so deep that the water splash came over the windscreen, but the advantage of a GPN air box is it's also very waterproof still, and after wetting the photographers we sped away from the creek like it wasn't there, although the car did feel a little funky for a couple of K's after that. A few other competitors weren't so lucky either having to be pulled out or suffering radiator damage.

The next loop of stages were very uneventful apart from being very wet and slippery, with me being kind to the slipping clutch probably kept us on the road, as we were not able to push 10/10th and in the conditions probably not wise to do so anyway. At the last service of the day, we are told that SS9 has been cancelled as its impassable, and to wait around to head to SS10 a repeat of SS1 in reverse. It's dark by the time we

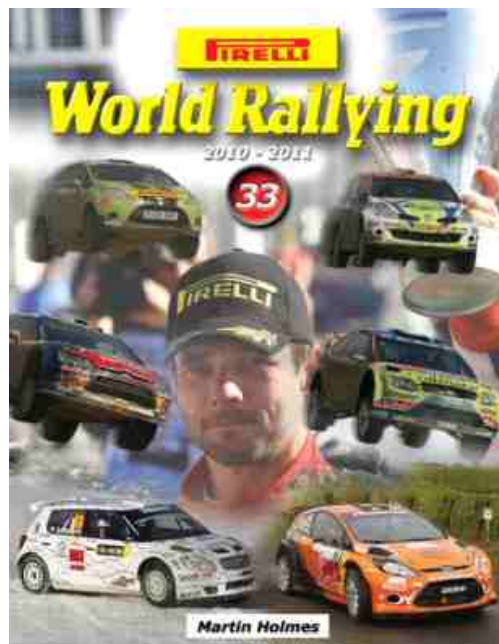
start, and again taking it easy of the start trying to nurse the car home for a finish. Half way through the stage the clutch gives up and as soon as we hit boost the car produces allot of revs with not allot of go, so again we back off and just cruise to the finish, luckily there was only 4 K's till the end of the stage and the rally. We were thanking our lucky stars the long 30K SS9 had been cancelled as we drive slowly back to the pub for a finish finally.

In the end with all our dramas we still managed to finish 10th overall, 6th in the NSW series and 2nd in the ACT series, and of course it's time for a new clutch.

Ben.



PIRELLI WORLD RALLYING 33 2010-2011



ISBN:	978 0 9545433 9 6
AUTHOR:	Martin Holmes
PUBLISHER:	Martin Holmes Rallying
PUBLICATION DATE:	25 November 2010
SUBJECT:	Sport (Motor Sport)
BIC CODE:	WSPG
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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 Again,

I am certainly looking forward to another meeting at the Greengate Hotel. Last month was the most interesting and enjoyable meeting that I have attended. I think we can all say that it was a great success moving to the new premises. I would like to take the opportunity on behalf of the committee and members of the North Shore Sporting Car Club to thank Mr Colin Bond for the opportunity to delve into the old days of the sport, and for the enthralling documentary on his accounts. Certainly a man of great knowledge and wisdom when talking Rally.

Another great meeting planned for this coming Monday and I hope to see another great turnout. It would be good to see a regular group attending as was last month.

I am glad the wheelspin reached more of the members last month. For those who had not received it for a number of months, I do apologise. I am fairly new to the Club and to the role as editor of the magazine. It did take a few months to work out that it was not the pictures making the files so large, but the fonts I had chosen to use. We will be making an effort in future to get the issue out a little earlier and to upload the pages to the NSSCC facebook page. If you are on facebook and have not logged into the facebook page, please use this link to view the page and to receive posts from the committee as well as other members. Please like the page and recommend to your friends. <http://www.facebook.com/pages/North-Shore-Sporting-Car-Club/123623014319368>

Thank you to Ben Cullen for providing an article this month. It would be good to see a number of members and competitors sending through articles for the rest of the club to read through. I hope we aren't worried about other members forming opinions based on information added to each edition. This is why we have all joined a club, so that we can share our good fortune, (helping other members to grow in the club) as well as our downfalls (so that we all learn and benefit from the mistakes made). To really grow as a club, we all need to get involved. This will enable the club to offer more to the members as a club.

I would like to invite anyone who has any ideas or ways you think this E-mag could be improved, to express your ideas to the club or make suggestions to myself. Also any articles by club members are greatly appreciated.

Look forward to seeing everyone on Monday night. Enjoy your weekend.

Molly Taylor On Track For Next WRC Round

Australian rally driver Molly Taylor heads into the next stage of her World Rally Championship campaign with renewed confidence after receiving a special award at the famous Goodwood Festival of Speed.

Molly was nominated by the International Rally Drivers' Club to be a demonstration driver on the 2.7km forest rally stage designed by 1983 world rally champion, Hannu Mikkola.

Mikkola was one of several former champions doing demonstration laps on the woodland track, along with Jimmy McRae and Rauno Aaltonen. Current stars Dani Sordo, Guy Wilks and Kris Meeke were also involved.

Because there is no official timing on the stage, marshals and officials judge a 'Driver of the Day' for each of the three days of the event with each winner being presented with a commemorative medal and a bottle of vintage champagne. It's judged on entertainment and sportsmanship and on Day Two, the honour belonged to Molly.

"I did some demonstration runs and also took some of the corporate clients, sponsors and official guests for rides. It was all about putting on a good show for them and for the spectators and I really enjoyed it.

"Getting the award was an absolute bonus and topped off a fabulous weekend. My dad is over here helping with servicing and logistics for a week and he kept telling me that champagne goes off and that we should drink it!

"I said no. I shut him up by buying him a ?3 bottle of red on special instead, and I've packed the champagne away for when I have my first major win!"

While Molly enjoyed her experience of the Festival – limited because of her own commitments – she didn't have much time to savour it. As soon as her work was done, she had a seven-hour drive home followed by a frantic day of preparation. The rally car used at Goodwood (the Ford Fiesta R2 she uses in the British Rally Championship) along with the recce car, the service van and the trailer all had to be organised for transport on a freight ferry to Helsinki, ready for a rally in Estonia (July 16-17).

"That meant packing the service van, prepping the rally car, loading it all up and driving it down to the ferry terminal at Hull, about three-and-a-half hours away, then driving home again.

"Luckily I had dad and a friend here to help. We were all running around like headless chooks and didn't get home till midnight. Dad reckons he needs to go home for a holiday! And it was bloody hard for me going to work at M-Sport the next morning!"

Molly and new co-driver Seb Marshall head to Helsinki on Monday (July 11) to collect the vehicles before boarding another ferry to Estonia. They will compete in the Auto 24 Estonia Rally (one of several events Molly is contesting to maintain race fitness, in addition to her regular WRC and BRC commitments) and then begin preparations for the next round of the WRC Academy Cup, which is Rally Finland from July 28-31.

Taylor is one of 20 young drivers contesting the WRC Academy, and one of six awarded a fully funded scholarship for the year. The Academy is a sub-series of the WRC, replacing the previous Junior WRC category and designed to give young drivers a solid preparation for competing at the top level. Academy competitors all drive identical Ford Fiesta R2s prepared by M-Sport, with a Pirelli control tyre.

PIC CREDIT: Ian Grainger Motorsport



Molly Taylor Takes Boxes In Estonia

Australian rally driver Molly Taylor will go into her next world rally championship round in Finland with renewed confidence after a shakedown event in Estonia over the weekend.

Despite electrical gremlins causing her Ford Fiesta R2 to cut out on several occasions, Molly posted some very quick stage times, closing the gap on her major WRC Academy rivals and showing her the way to find even more speed on her next outing.

Molly and experienced WRC co-driver Seb Marshall contested the Auto 24 Rally Estonia (July 15-16) as preparation for the third round of the WRC Academy series, which is being run as part of the world rally championship event in Finland over the weekend of July 28-30.

“Obviously having the car cut out when you least expect it is not the ideal way to compete in a rally, but when it was going, we were doing really well,” Molly laughs.

“My aim with this event was to narrow the gap to some of my fastest WRC Academy rivals in terms of seconds per kilometre and we achieved that. We were about half a second per kilometre away from Craig Breen [champion Irish driver] and because we were able to do that consistently, we’re now at a level where we know how to close the gap.”

“Everything gelled with Seb too, which was fantastic. This was our first real rally outing together and it’s a very tough call for someone to start with a totally new pace note system on such a fast event, but it all came together really well.”

Molly says they both loved the event, describing the route as fast and technical, and some of the best roads she has ever driven on.

“The roads here are supposed to be very similar to what we will be competing on in Finland, which is why so many of the WRC crews use it as preparation. Aside from that, it was such a great event – good people, great weather! We had so much fun, I even think I could move to Estonia! But I’ll definitely come back to do the event again.”

Despite being fierce rivals during the competition, the camaraderie that exists between the WRC Academy crews was evident at the podium ceremony as a number of them jumped in to help push the young Australian across the finish line.

Molly and Seb are now en route to Finland where they will do some more testing before the WRC round kicks off on July 28.

They contested the Estonian event in the Ford Fiesta R2 that Molly has been using for all non-WRC rounds this year. It’s an identical car to the one she and the other 17 WRC Academy drivers use in the Academy cup events.

Finland is the third of six rounds the young drivers are contesting as part of a one-make, development series aimed at bringing the best young rally talent in the world to elite levels. Molly is one of six drivers on a fully funded scholarship for the year, covering all her WRC expenses.

Molly Taylor Ready For Fast Times In Finland

Australian rally driver Molly Taylor will tackle the toughest event of her career to date next weekend – the world rally championship round known as the ‘gravel grand prix’.

Neste Oil Rally Finland (formerly known as the 1000 Lakes Rally) is the highest speed rally in the WRC, and is the third WRC event that Molly and her rivals in the WRC Academy junior development series are tackling this year.

Based around Jyväskylä, in central Finland, the rally features high speeds, sweeping corners, blind crests and big jumps – and Molly says the combination will be a real test for writing accurate notes and driving to them.

“This is a very technical rally and you can come unstuck very easily if you don’t get it right. Doing Rally Estonia was great preparation, because it was very fast, but it’s not as cresty and technical as Finland.

“Basically, we know what we can do on the ground, in terms of pace and matching the notes to the road, but with such big jumps you also have to be able to manage the situation when you’re off the ground – you need to be absolutely spot-on with the notes, so you can be absolutely spot-on when you land, to keep going.”

Molly says she is very excited about the challenge, and believes she and new co-driver, experienced WRC co-pilot Seb Marshall, have had some good solid preparation coming into the event.

“Estonia was the first real rally that we have done together and it was a huge task for him to do such a fast event on notes that he hadn’t worked with before. Aside from our electrical problems it all gelled really well, so that definitely helps with the confidence coming into an event like this.”

Rally week starts with the ‘classroom’ side of the WRC Academy, including a guest lecture by Mikko Hirvonen, currently second in the WRC points. Hirvonen, who won the event in 2009, is a Jyväskylä ‘local’.

“I had a chance to go for a ride with him on Friday, for about 15km, while M-Sport was testing. It was unreal to see what he can do in a car and I’m sure his insights into his home event will be really useful, especially when we start writing the notes.

“We have done a lot of work to prepare for this rally which makes me feel more confident. Estonia proved we have the pace. We just need to put it all together and hopefully come out with a really good result.”

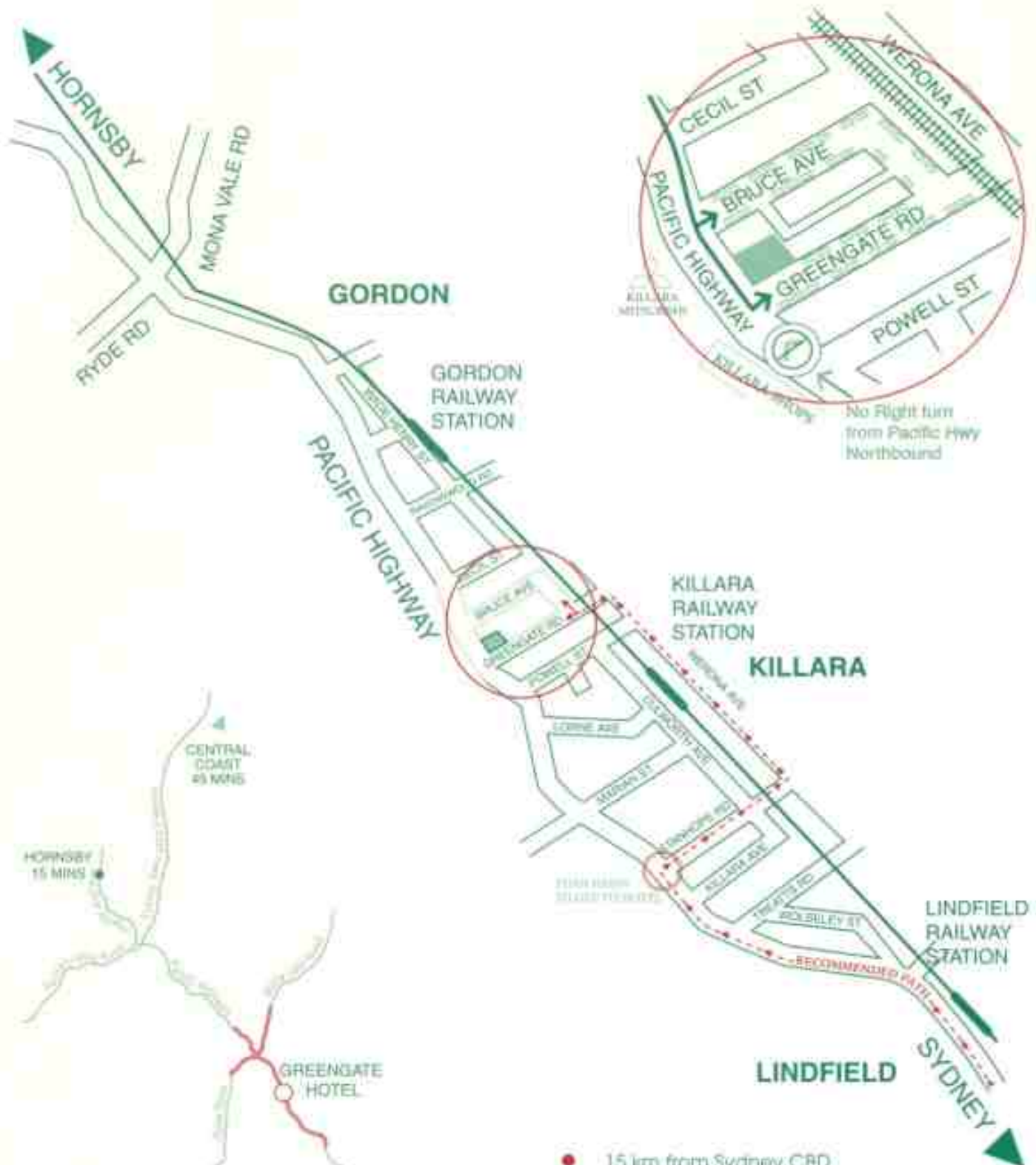
All crews contesting this, the 61st running of the Finnish event, have three days of pace noting reconnaissance before the rally kicks off at 4pm local time on Thursday, July 28 (11pm Sydney time), with three stages. It finishes on Saturday.

Molly will be doing a daily video blog in the lead-up to next weekend. You can check her progress on her facebook page: <http://www.facebook.com/MollyRally>

The WRC Academy is a one-make, development series aimed at bringing the best young rally talent in the world to elite levels. All the Academy competitors drive identical Ford Fiesta R2s prepared by Ford’s WRC specialists, M-Sport, with tyres provided by Pirelli. Molly is one of six drivers on a fully funded scholarship for the year, covering all her WRC expenses.

More information about Molly Taylor and Seb Marshall is available on Molly’s website: <http://www.mollytaylor.com.au>





- 15 km from Sydney CBD
- 2 km from Pymble
- 6 km from North Ryde
- 7 km from Chatswood
- Walking distance to Killara and Gordon railway stations
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- Bus transport can be provided on arrangement

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Monday - Tuesday | 10am - 11:30pm

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