



NEXT MEETING

**Monday 5th
September 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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Wheelspin

SEPTEMBER VOLUME 9

FROM THE PRESIDENT'S DESK

Welcome to the September Edition of Wheelspin

Its been a frustrating couple of months trying to secure somewhere to stage club level khanacross and other events, I know I sound like a broken record but it is really really frustrating that we don't have anywhere to stage such events easily and economically.

There is some light at the end of the tunnel, I think. Negotiations to get a clearance for Western Sydney Dragway are continuing and seem to be getting closer to an agreement with Western Sydney Parklands Trust so there is some hope there. We are also looking into staging some events at Awaba just off the Newcastle Freeway.

Bottom line is we are working on it. Howard Grove has inspected several sites in the northwest area of Sydney near Riverside Oaks but they have proved fruitless. However we are continuing to look and we are hopeful.

On a more positive front great effort by our club members at the recent Myall Stages state round at Bulahdelah. Club members Andrei Artomonov and Gleb Bonch now lead the Rallyschool NSW Excel Series after a good second in the Hyundai class, well done Andrei and Gleb. At the same rally Darren McLanders had the little Proton/Mirage percolating to finish third in the Clubmans and seventh in the State rally, great effort Darren while the Cullen Brothers brought their Evo 6.5 home in fourth in the State., fantastic job boys, well done to all.

Also well done to club VP Brett Middleton for his fourth in the Honda Civic in the recent Rally of the Bay at Batemans a good effort for an old bloke in an old car!

Don't forget to come along to the Greengate on Monday September 5th to hear our special guest speaker Neal Bates. Make an evening of it have dinner downstairs before hand and then head up stairs to our 'private area' for the club meeting. Don't forget to tell the bar staff downstairs that you are at the pub for the NSSCC club meeting so that we can accumulate a reasonable spend to just if our use of the private room and the bar staff that comes with it.

It is a great venue, with great atmosphere and food so make sure you bring along a friend introduce them to the club and have a great time and be in the running for a great door prize as well.

Also a reminder that our October club meeting will be on the second Monday of the month because the first is on a long weekend. It will be our annual motor sport trivia night so bring a few friends organise a table and play for some great prizes.

And finally we are planning our annual Christmas Treasure Hunt on Sunday 17th December so keep that date free in your diaries.

See you at the next club meeting and don't forget bring your faces.

Regards

Jon Thomson



NORTH SHORE SPORTING CAR CLUB

ATTENTION ALL NSSCC MEMBERS & FRIENDS

***North Shore Sporting Car Club
September Club Meeting
Monday - September 5th***

Guest speaker - Four times Australian Rally Champion Neal Bates and his co-driver Coral Taylor

Neal and Coral will talk about life as factory rally drivers, and life after the factory pulls the pin!

Also to talk about his new Celica Classic Rally car currently under construction in his Canberra workshops.

We will also have a rare video of the 1986 Alpine Rally, the rally that launched Neal Bates to national rally stardom.

All in the fine surrounds of the Greengate Hotel - Killara.

Great food and drink downstairs prior to the meeting – (Bistro or Restaurant) - remember to tell the bar attendant you are there for the NSSCC meeting when ordering food and drink.

Meeting starts up-stairs at 7.30pm sharp.

Great lucky door prizes and a members draw so make sure you come along and don't forget bring some friends!

ALSO

October will see our **Annual Motor Sport Trivia Night on - Monday 10th October**
Great prizes, heaps of fun, organise a table with your friends - only \$5 per head entry fee

BE THERE!

MOLLY TAYLOR POSTS TOP 10 FINISH IN FINLAND

Australian rally driver Molly Taylor admits to mixed feelings after finishing the toughest event of her career to date, the Neste Oil Rally Finland.

Molly posted some top seven stage times in the WRC Academy category of the fastest round of the World Rally Championship, finishing ninth outright after a weekend that combined challenge, frustration and exhilaration.

"We had a slow puncture on the very first stage and made the call to keep going, but we eventually had to change it, so we lost a lot of time. We made up ground but not enough.

"Had that not happened and everything else played out as it did, we probably would have finished around sixth, but you can't think like that. Yes, it was disappointing but you just take what happens and run with it, and looking at the positives from Finland, it's very clear we have gained pace compared to the first two rounds of the series.

"The encouraging thing is we know what we need to do to get even closer, so that's what we need to focus on. But, of course, it's one thing to know what you need to do and another thing to make it happen."

Molly says the improvement was very obvious in the faster sections of the three-day rally; it was the slower corners where she felt she was struggling, so she now heads to the next round in Germany (ADAC Rally Deutschland, August 18-21) with yet more 'homework' to do.

She came into the Finland event having worked hard on her pace notes and says she and new co-driver, experienced WRC co-pilot Seb Marshall, felt the work had paid off. They will continue to fine-tune the system, especially coming into the tarmac event in Germany.

"I have to admit I have some mixed feelings about moving to tarmac since most of my experience is on gravel, but I am actually quite excited by the new challenge.

"I really loved Finland because the speeds were fantastic. I can see why they call it the 'gravel grand prix' because it was so fast and so technical. It's an event which has always been on my wishlist and while it's a great feeling to have done it, right now I wish I could turn around and do it all over again – but I know how to approach it with more speed!" she laughs.

Molly and Seb are now en route to Germany, along with many of their colleagues from the WRC Academy, with plans to do some tarmac testing as part of preparing for the event.

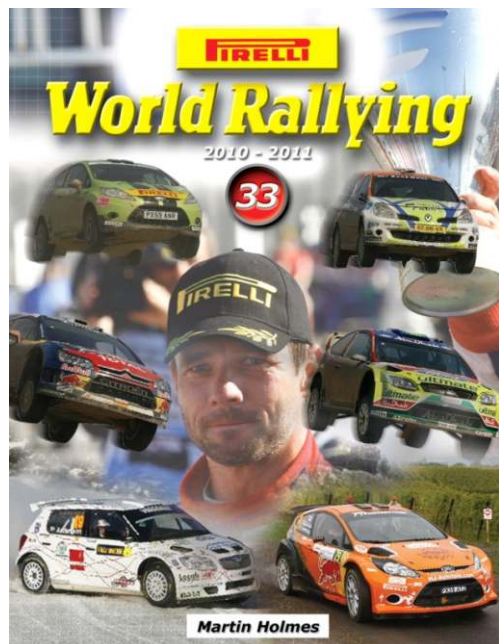


The WRC Academy is a one-make, development series aimed at bringing the best young rally talent in the world to elite levels. Germany is round four of six WRC events they contest this year. All competitors in the group drive identical Ford Fiesta R2s prepared by Ford's WRC specialists, M-Sport, with tyres provided by Pirelli.

Molly is one of six of the drivers on a fully funded scholarship for the year, covering all her WRC expenses. More information about Molly and Seb Marshall is available on Molly's website:
<http://www.mollytaylor.com.au>

PIRELLI WORLD RALLYING 33

2010-2011



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AUTHOR:	Martin Holmes
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PUBLICATION DATE:	25 November 2010
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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 All,

A lot more enthusiasm this month with a few more articles. I'd like to thank Brett Middleton, Nigel Walters, Liz Swanson and of course Jon, the club president for their articles and also Sean Casey for supporting the club and magazine with his advertisement.

I have finally worked out a way of encoding the fonts so that the document size is small while the text and picture quality is preserved. I think this is the best issue so far in terms of accessibility and quality, now including active links as well. Thank you all very much and I look forward to seeing everyone on Monday night. Enjoy your weekend.

James Stroud
Editor

ACCOMMODATION AT RALLY AUSTRALIA

We have a spare three bedroom villa at Aqualuna Beach Resort at Coffs Harbour for the weekend of Rally Australia September 8 to 11. Sleeps up to four people you might squeeze five in. The cost is \$399 per night. Great location by the beach just north of Coffs. Terrific rooms with a great restaurant at the hotel.

We booked two rooms a year ago we now only need one

Give me a call if you are interested

Regards

Jon Thomson
0418 641 959
president@nsscc.com.au

RALLY AUSTRALIA - WRC ROUND 10

SEPTEMBER 8 - 11. COFFS COAST, NSW

On behalf of the World Rally Championship, Rally Australia, and the Australian Rally Championship we invite you to be a part of a unique yet diverse opportunity in creating history at the 21st running of Rally Australia in 2011.

Rally Australia, the 10th round of the 2011 FIA World Rally Championship, is an epic motorsport competition bringing you the worlds' greatest drivers on the picturesque Coffs Coast of New South Wales battling for supremacy in the toughest and most varied motorsport championship.

Watch some of the world's greatest drivers - Loeb, Raikkonen, Block, Hirvonen, Latvala, Solberg up close driving on the edge. Real cars on real roads - no margin for error! See why this sport attracts millions of fanatical fans across the globe.

The most challenging motorsport competition in the world - THE ULTIMATE DUST UP.

Rally Australia has ticket options to suit everyone. Tickets start at \$15 for access to the Enthusiast Points on the Special Stages, on to GA ticket packages to the Special and Super Special Stages, Grandstand tickets at the Super Special Stages and Event Super Passes which can include all of the above. Tickets are on sale at Ticketek.

Corporate entertainment prices start at just \$220 in Club 21. VIP suites at the Super Special Stage provide you with the opportunity to entertain clients in your own themed and private comfort on 2 or 3 event nights. Check out rallyaustralia.com for more info.

As Chairman of Rally Australia Board I encourage you to join us on the Coffs Coast of New South Wales this September for THE ULTIMATE DUST UP when the World Rally Championship thunders across the region.

See you at Rally Australia.

Ben Rainsford
Chairman
Rally Australia

rally4
AUSTRALIA

**THE ULTIMATE
DUST UP**

8-11 SEPT, COFFS COAST NSW



NSSCC CREW LEADS EXCEL SERIES AFTER AN EVENTFUL MYALL LAKES RALLY

North Shore members Andrei Artomonov and Gleb Bonch lead the one make Excel rally series following their fine second place in a tough and difficult Myall Stages Rally on August 14.

The rally was run under interesting conditions, with lots of rain in the area in the weeks and months prior leaving the course slippery and greasy in spots. Being the only pace-noted round of the NSW Excel Series, the crews had a chance to examine the course before competition.

The early start on Sunday morning saw the tussle start early between the crews of Horobin/Taylor and McShane/Geering. But trouble struck early for Horobin and stand-in navigator Taylor as they struck a rock in a dry creek bed at the end of SS2, damaging a rim and the driver's side lower control arm.

Again, the battle was tight at the front after the first service, with the following three stages having Horobin and McShane trading times at the front of the field, with McShane requiring attention after at the mid-event service with a snapped rear trailing arm.

But the front of the field was left decimated late in the event with both Horobin and McShane both going out with suspension related dramas. McShane's car retired with rear suspension damaged from a hit in stage, whilst the already damaged lower control arm on Horobin's Hyundai finally gave way and snapped at the end of SS8.

This left series newcomers Kris and Bruce Hampel in a prime position, taking their newly acquired ex-works Excel to the round victory, followed by the ever-consistent crew of Artomonov and Bonch for second place.

This means that heading into the next round, Artomonov maintains a series lead ahead of Horobin, Hampel and McShane. The next event for the series will be the Peter Rogers Bathurst Rally on Saturday, September 24.

It's guaranteed to be a tough event, and toughly contested by the Excel crews vying for this year's title.

Pointscore as at 16/08/2011

Drivers

Andrei Artomonov	34
Fro Horobin	23
Kris Hampel	22
Ryan McShane	19
Bob Slattery	1

Co-Drivers

Gleb Bonch	34
Andrew Crowley	22
Bruce Hampel	22
Daniel Geering	19
Michael Taylor	1
Kate Murphy	1



Turn Night into Day

Have you ever wondered how to gain extra light for your rally car without spending 1000's of dollars?

There are two advantages from having light pods:

1. The pod is mounted on the bonnet giving a much better position for the light to be aimed up the road and also prevents your expensive lamps & lens's from being damaged being mounted on a lower bumper bar.
2. With the light pod being mounted on the bonnet, it also enables a better air flow to the radiator keeping your engine cooler.



We have PODS for:

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- ✓ **Datsun 1600**
- ✓ **Holden Commodore**
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2. The other method is removing your lens from the chrome light surround and mounting it using our stainless steel ring attachment.

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 Web: <http://balancemotorsportaustralia.intuitwebsites.com>



BATEMANS BAY 2011

WELCOME BACK...

Its been so long I care not remember since we enjoyed the roads of "the Bay", River Road, The Old Highway, Quart Pot rd, Western Distributor, Clyde Ridge rd, ETC.

(I encourage you to Google the names and you will see why the roads are so GREAT!)

In "my" days, the directors were Howard Grove, John Sparkes ETC, I drove my trusty turbo Datsun and then later, our MY99 STi.

I dont have any memories of running our Honda at the bay.....Until now :)

IRONIC

How ironic then that we enter the event in the very car that we won the ARC F2 Ch.Ship in, (our 1996 Honda Civic VTiR). We sold it to buy the Sti from Subaru (this was the car that Toshi Arai ran the Perth WRC, in 1998 and then Cody and Greg in the ARC for 1999)

I digress, Andrew Benefield and I bought back the Honda from its Perth owner about 4 yrs ago to run "historic" events incl the Silver Fern in NZ The Alpine and so on.

So to run the Bay fitted in nicely with our plans....

The BIG PLAN

Run the Honda for the (3rd time) at the Alpine rally later this year at Lakes entrance, a REAL endurance event. Our recent trip back in time to Bega several months earlier resulted in a DNF due to a (rare) broken selector mechanism.

The bay was to be a fun, social, testing, competitive, event.

Tick every box! Colin and Scott Fletcher did a EXCELLENT pre event build up and know how to motivate a team to run a TOP event!

THERE

So we rustled up the team, Andrew and Debbie Benefield, plus a few! (insert lotsa' kids!) plus some newbies..

A top entry of over 70 cars were present, plus all the "usual lot" (AKA meaning people of "my time") plus all the usual "new" people!

Our aim was top ten.....



EVENT

Over 70 cars started the largest entry I can recall for many many years.

This was one of those events that everything went right whilst many others suffered the opposite....

A pre event start on the foreshore, just east at Batehaven was a smart move and then we headed straight into a 30 odd km stage in the Mogo forest from Sth to Nth along the famous Quart Pot rd ending near Nelligen.

By the end of the stage we passed around 5 dead cars

STRENGTH

Now I am not going to go in to a blow by blow stage as my memory for stages is pretty average (thats why I have a top navigator!! its HIS JOB!)

But the big strength of the Honda is consistency, so as long as this ol' driver can concentrate we can typically get good results in what is effectively a very standard 1600 cc front wheel drive car.

The car is normally super reliable and if we choose the right stages we can turn out some good stage times.

By the time we looked at stage results we were consistently setting top 5 outright with a few top 3 results.

SS1 we were 16th and SS2 we were 4th SS3 were 5th in stage

The Honda is super fast downhill where its low weight means we can dive late with brakes and if the stage has sweeping corners we can keep the speed up. (real fast and scary sometimes, but HEAPS of fun!)

By the half way mark we were solidly in the top five, much better than our expectations and chasing down the cars in front.



Gerald Schofield was just behind in his EVO, and in front was some damn fast RWD cars, Ben Barkers impressive (new) BMW, Bill Brown in his grunter Datsun 1600 and 3rd Gerald...

Out of the event were some fast teams, Kari Dirickx, Datsun 1600, Sean Kelly RX8, NSSCC teams Chris Judson in his Escort DNF'd SS4 and John Sparkes, same stage, both with Suspension damage.

Other NSSCC teams Wayne Elven and Jim Middleton (no relation !) were tearing up the roads and tyres in their commodores, and Hugh Daly was doing a sterling job in his Daihatsu Detomaso.

Ss6 and local leading team in 1st outright, Clinton Croker in his EVO DNF'd, giving all up front a leg up one position

THE END

SS8 and SS9 were the two final stages Sth of batemans bay, we had a 15 sec lead and were 3rd with Schofield just behind, sadly the stages did not suit the Honda and the final stage, better described as a freeway was more suited to Wayne and Jim in the Commodores than our 1.6 Honda!

WRAP UP

The event achieved what it needed and so did we, low budget MAX fun!

- 4 tyres (2 rears can be re used!)
- About 90l of fuel!
- 2 nites accom
- 300 litres of diesel to get there and back
- lotsa pancakes for breakfast x 2
- PRICELESS!

Roll on the Alpine rally (if we get a run, they have over 250 entries!)

Results

<http://www.amsag.com.au/amsag-cms/files/Final%20Results.pdf>

PICTURES

heaps of raw video and pics

<http://www.flickr.com/people/37288073@N03>

Video

In car MRT http://www.youtube.com/watch?v=utGtAObYqW8&feature=channel_video_title
<http://www.youtube.com/watch?v=XcF9jwL0sdM&NR=1>

Other

<http://www.youtube.com/watch?v=nkY92vMZq-U&feature=related>

WAYNE ELVEN <http://www.youtube.com/watch?v=NPLVh7MjT6E&feature=related>

John Waterhouse <http://www.youtube.com/watch?v=0HhgeinD4pE&feature=related>

GERMANY A CHARACTER-BUILDING TEST FOR TAYLOR

Australian rally driver Molly Taylor admits to mixed emotions after a tough run in the first all-tarmac round of the 2011 World Rally Championship, the ADAC Rallye Deutschland.

The 23-year-old Sydneysider and her colleagues in the WRC Academy junior development series contested two of the three days of the event (August 19-21), which was based in the historic city of Trier in Germany's wine-producing Mosel region.

Molly and British co-driver Seb Marshall were quietly confident of a strong result as they headed into the rally following some promising tarmac test sessions, but the challenges started on the very first stage and they finished 14th outright in the Academy field.

"I clipped a corner and bent the rear beam on the first special stage and had to drive the next two stages with one rear wheel pointing in a very different direction to the other one!" Molly says.

"It was obviously a challenge but extremely disappointing to lose so much time. The guys fixed it during service and all was going well on the next stage until a driveshaft broke on a rough section of tarmac, so Day One was over early for us."

Under WRC rules, Molly and Seb were able to rejoin the field for Day Two, but they were starting from further back in the field and that brought problems of its own.

"We were making lots of improvements in our driving but we struggled to get a clean run because we had the problem of catching slower cars in the stages. That made it difficult to put in a good stage time, which was very frustrating.

"As a result, I have very mixed emotions. I'm encouraged because we don't have much experience on tarmac and we definitely made improvements but at the same time it was frustrating to not get a clean run. We still have a big gap to make up."

Molly is pleased to have had the experience in Germany because the next round the WRC Academy crews tackle is Rallye de France Alsace (September 29-October 2), which is also on tarmac. But first there is a short break back at home.

"I'm back at work at M-Sport this week, so it will be really busy, but I am so looking forward to heading home for a couple of weeks and coming to spectate at Rally Australia. It will be good to catch up with all my rally friends before I head back over here and the last two rounds of the season."

The WRC Academy is a one-make, development series aimed at bringing the best young rally talent in the world to elite levels. They are tackling six rounds of the WRC, with Germany being round four.

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 of the drivers on a fully funded scholarship for the year, covering all her WRC expenses.

More information about Molly and Seb Marshall is available on Molly's website:

<http://www.mollytaylor.com.au>



AMSAG RALLY OF THE BAY

The Rally of the Bay in Batemans Bay has been run and won. Strange and unpredictable weather to say the least battered the Bay 2 weeks prior to the event with the sun finally making its mark 5 days before the event. With warm days and cool nights drying up the track, Saturday 30th July turned out to be a sensational day for both crews and spectators alike with sunshine and blue skies for most of the day.

Provisional starting lists were posted at Rally Headquarters making us car 28 number 31 on road.

Friday 29th July started quite early with me making my way out of Sydney at 7:30am and battling traffic all the way to the M7. My thoughts were quite surreal as I left the northern beaches heading south and at that stage in my own little world. There is nothing quite like being on the open road and watching the stresses of the previous week disappear behind you... A quick call made to Juddo (Chris Judson) about my impending arrival added to the stress free journey heading to Berry which would be my first stop.

The previous couple of weeks saw the service crew headed by Bob with his partners in crime Peter Drummond and Anthony (The Pie Man) Edwards prepare the Ford Escort Mk2 to the best of their ability. I sat down with Bob on a few occasions picking his brains in order to find the best way of steering Juddo and also to get some idea of what to expect from the car. With that information firmly under my belt it was now time to bring the team to fruition.

Traffic out of Sydney was chaotic making my arrival in Berry later than expected. We were to be in the Bay by midday and at this stage that wasn't going to happen. It was decided that I would drive on ahead with Juddo towing the rally car.

I arrived in Batemans Bay at around 1pm and headed to the Media Day Function. There's nothing quite like a bit of dirt and the raw of rally cars through the bush. I stuck around for about an hour waiting for Juddo to make his way to the Bay. To kill time I organised picking up the keys to our accommodation for the weekend. Juddo and the boys had organised a holiday house on the outskirts of the Bay. On entering the house I noticed quite a large drop in temperature. It would be fair to say that the inside temperature was a good 3 to 5 degrees lower than outside. A frantic run-around to find heaters etc. was made to heat up the house which at this stage felt like an icebox. While Juddo and I waited for the service crew to arrive we thought it timely to down an ale or two.



Saturday morning arrived with the guys preparing for the day ahead. Special Stage 1 was quite a long stage at 30.23km competitive. This stage certainly sorted out the men from the boys. By the time we went through 6 of the top runners came to grief. The carnage needed to be seen to be believed. Our time was respectable considering Juddo hadn't been behind the wheel in over 12 months and we were just getting use to the car. My comment to Juddo was a little bit cheeky. I only expect 2 things. 1) When you come to a corner, back it in and boot it out. 2) You are either on the gas or on the brake... no in between and definitely no coasting... With those rules firmly in place we were ready to rally...



Special Stage 2, with 8.76km competitive, saw us get more into a rhythm as confidence grew with the car. First service was predictable with nothing major to be concerned about except for fuel and a general check over. Special Stage 3, with 13.21km competitive seemed like a walk in the park as we prepared for Special Stage 4, with 7.64km competitive. This is where we came to grief, approximately 4.6km into the stage we ran out of road on a right hand bend. The Ford Escort lost grip as we came around a right hand bend putting us into a slide and facing in the opposite direction as we came to a grinding halt into the bank. Adrenalin was still pumping as I motioned to get the f%*\$ out of here to which Juddo said "that's it... we ain't going anywhere". I jumped out of the car to see we had lost a front nearside wheel. I suppose you can't rally on three (3) wheels. Ok signs were put up and triangles were left for Juddo to prepare as I ran up the hill to slow down any oncoming competitors. I reluctantly radioed ahead to organise our service crew to get us out of the bush.

From there it was just a matter of waiting. Juddo's comment was "**sorry Nige, what can I say... I just ran out of talent...**" All in all it was a great event.

It took us about 3 hours from the off to the retrieval. The rest of the night was just was spent low key with a few drinks and a few laughs.



A special thankyou to Bob from **Williams & Wood** in Artarmon who worked tirelessly with the preparation of the Ford Escort.

The next Rally will be held in the Mid-West in the town of Cowra 17th & 18th September. This will also be round 5 of the NSW State Championship run by AMSAG.

Stay Tuned.

Results can be found at www.amsag.com.au and photos can be viewed at www.amsag.com.au

For further information and sponsorship opportunities, please contact

Chris Judson or Nigel Walters on 0418 160 333

Keep it Sideways, Always

Cheers

Nigel Walters
Co-Driver / Navigator for Chris Judson



Undercover Carpark Now Open!

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Monday - Tuesday | 10am - 11:30pm

Wednesday - Saturday | 10am - 12:30am

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Pacific Highway →

← To Gordon

To Lindfield →

Committee Members

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