



NEXT MEETING

**Monday 5th
February 2012**

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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DECEMBER VOLUME 9

Social Get Together for Christmas by the River

What: The Elvin clan have invited all club members and friends to have a relaxing day by the river on their Wilberforce property.

When: Sunday, the 11th of December from 11am

Where: 84 Burdekin Road, Wilberforce

How: Travelling from Castle Hill down Windsor Rd to Windsor, you will pass on the left a Ford Dealer called Windford, then at the next 2nd set of lights where the BP Servo is on the left zero your trip meter,

Start at BP servo intersection of Windsor Rd and Pitt Town Rd straight on,

- 1.4 lights old jolly Frog Pub on left
- 1.5 straight on at roundabout
- 1.7 Windsor Bridge
- 1.9 veer right sign post Wilberforce rd (Wilberforce/singleton)
- 5.9 60Km sign post
- 7.6 TR King Rd sign post Sackville
- 9.8 80Km sign post
- 9.9 turn right sign post Grono Farm Rd then straight away turn right into sign post Burdekin Rd
- 10.7 road goes left
- 11.00 turn right at 84 gravelled drive way (ned Kelly letter box)
- 11.3 straight on at old boom gate cement drive way,(caution cows on road)
- 11.5 keep right at fork
- 11.7 timing marker.

Why: To cap off the year with a nice social outing by the river. Maybe some skiing and swimming, a Bar-B-Q, some drinks and maybe some circle work. Haahaha

A Big Thanks to Wayne Elvin for offering his
property for the occasion

MOLLY TAYLOR GRABS FIFTH IN WRC GRAND FINAL

Australian rally driver Molly Taylor has finished fifth outright after a challenging final round of the WRC Academy.

Run in rain, mud, sleet and heavy fog, Wales Rally GB (November 10-13) was the grand final for this year's World Rally Championship series, and for the six-round, junior driver development series that has been run this year as a sub-category.

During the weekend Molly and British co-driver Seb Marshall posted their first ever stage win of the WRC Academy series, and a number of top five stage times. The young Sydneysider says she's very happy with the result – but worn out!

“It was great to see how much we have improved, in terms of our times – it's really good for my confidence. I was surprised when we won the stage because I didn't think we were going that fast. It was incredibly foggy and we had been slowed down by two other competitors that we caught and passed on the way through.



“Obviously a podium would have been great and it would be easy to say 'what if', but I wouldn't be the only one saying that! We had a couple of punctures and one of those was a situation where the jack wouldn't let the car down and we lost nearly four minutes.

“The other was a slow puncture early in a stage, and we lost about 40 seconds because we drove through the stage with the tyre going down. So, yes, if that hadn't happened, we might have had a podium, but that's all part and parcel of the sport. I'm just really pleased with this event because it shows how far we have come.”

Molly is now planning ahead for 2012, with the aim of a repeat run at the WRC Academy series, and selected events in Britain and

Europe, but first she has to find the funding.

“I have a couple of meetings lined up already, and my mission for the next month is to talk to as many people as I can, to try to find a budget for next year.

“This year has been an incredible experience. It was a matter of jumping in at the deep end and trying to find our feet. Obviously, if I look back, I can see things that I could have done better, but now we have a handle on what needs to be done and how to do it, so we need to work on how we move on from here.

“I'd like to thank Pirelli and M-Sport and the FIA for an amazing year – it has just been fantastic – and to all my supporters, for all your help and messages of encouragement. Hopefully this is just another step along the way of where we want to go.”

To celebrate her result, Molly ate some junk food and – she estimates – nearly a kilo of chocolate! Now she's focussed on finding funding for next year, and coming home to spend Christmas with family and friends.

The WRC Academy is a one-make, development series aimed at bringing the best young rally talent in the world to elite levels. Molly and co-driver Seb Marshall and their Academy rivals drove identical Ford Fiesta R2s prepared by Ford's WRC specialists, M-Sport, with tyres provided by Pirelli. The inaugural WRC Academy championship was won by Irish driver, Craig Breen.

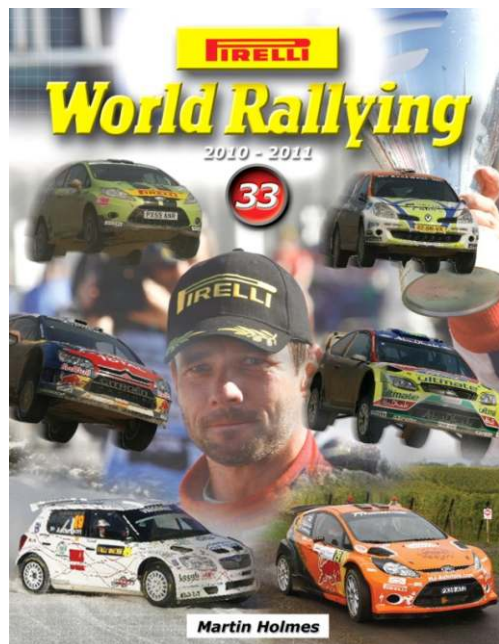
Molly was one of six of the drivers on a fully funded scholarship for 2011, covering all her WRC expenses. That scholarship funding is now finished.

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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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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MRT'S NEW RALLY CAR - THE FORESTER

What has a **Subaru Forester Diesel and the Australian Rally Championship got in common? MRT's entry into the new ARC SUV class, that's what.** Having dropped back the Evo X to MRT, Brett was keen for me to experience his new rally car before it copped the roll cage and other treatment. The car was stock, except for an EcuTeK retune and front swaybar.

First impressions - not good. On his way to drop off the car, the DPF regeneration system and the car went into limp mode, reducing the amount of fuel injected into the engine and limiting the rpms to 3000rpm and retarding timing. Have a diesel engine or thinking about getting one and don't know what DPF is and how it works, then you need to read the in this eMag.

Brett had told me how quick and responsive this diesel Forester was stock and how much improved it was with EcuTeK, but the DPF fault it was a slug, albeit a very comfortable and pleasant one. No chance of this thing being competitive in any rally, and so the test drive was cut short after one day and the car sent back to MRT for diagnosis.

One week later and the car is back and transformed. It is deceptively quick, with power coming on hard just below 2000rpm and pulling hard to its 4500rpm limit, although with the huge torque you are shifting by 4000rpm. 133kw doesn't sound that much, but its considerably more than the stock 108kw and its held all the way to redline, unlike the stock car where it falls away quickly after 3800rpm. But its the torque thats amazing, with it now possessing a whopping 425Nm @ 2500rpm - thats 75Nm more than stock.

The car still retains the torque hole below 2000rpm - its an unusual trait for a turbo diesel and according to Brett still a bit of a mystery as the turbo is anything but large. The theory is that the ECU is somehow preventing the turbo spooling as fast as it should, and EcuTeK development is focusing on how to spool the turbo faster to bring power on earlier. It will be another great enhancement to the car.

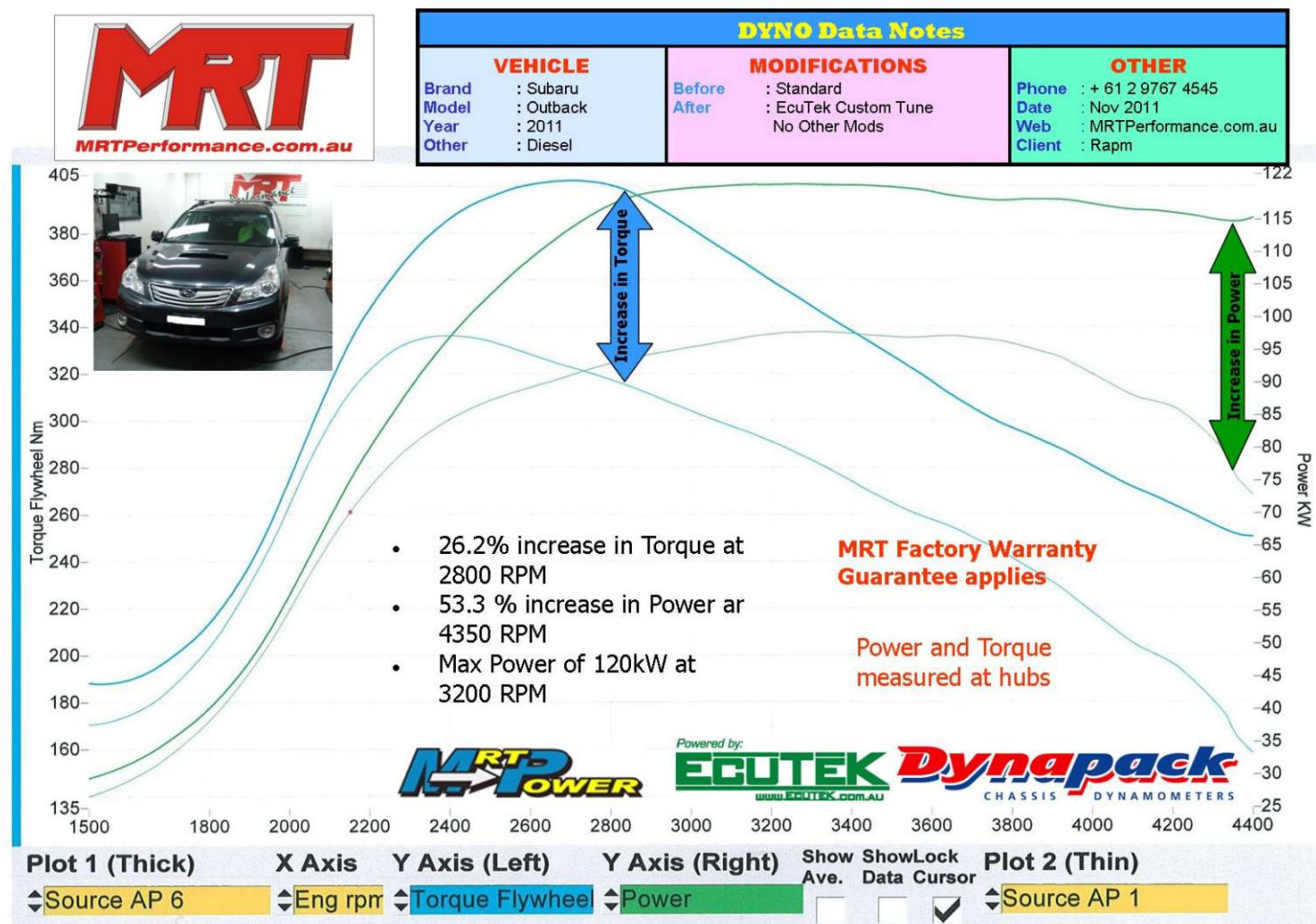
Finally there is a six speed manual in the Forester, but you've got to question Subaru's current gearbox choices. In a car such as this, you'd think that a 5 or 6 speed auto gearbox would be what most drivers would opt for, but the Forester diesel is only available in the 6 speed. In contrast, this 6 speed would be right at home in either the petrol turbo Forester XT or S, but the Forester XT only has a 5 speed manual of 4 speed auto, and the Forester S only comes in auto.

What gives? The official explanation is that the six speed manual is the only gearbox in the Subaru arsenal at this point and time capable of handling the torque of the diesel turbo, but the Forester S with its 5 speed auto has only 3Nm less than the diesel, so that doesn't wash. Perhaps I should tell Subaru about my Dad's MY03 auto Forester that has pushed out about 440Nm torque for over 5 years now with no issues at all. C'mon Subaru, make the auto available to the diesel and the 6 speed manual to the Forester XT and S editions.

MRT'S NEW RALLY CAR THE FORESTER DIESEL (CONTINUED)

Handling wise, the car is typical of current Subaru AWD cars - good grip and best driven slow into the corner and bring on the power early to tighten the turn and power out. Its balanced too, helped by the huge torque of the engine that never threatens to upset the car in the corner whilst providing the shove to push you through. The test Whiteline swaybar at the front holds the car firmer and allows for higher corner speeds, but a rear swaybar would be beneficial to assist in dialling out the tendency of the car to understeer if pushed beyond eight tenths.

And the best fit is the fuel economy. This car is, according to the GPS software in my phone running flat 7s - that's not bad for a diesel car. And whilst driving with your foot down chews through the juice regardless of whether it's petrol or diesel, I'm still able to return an average of 7-8L per 100km with often spirited driving, and about 5L per 100km on the freeway and country roads, which averages out around 6.2L/100km - pretty close to Subaru's claim.



I like this car. Sure, the DPF fault meant the first drive didn't live up to my expectations, but with the car back in full health, its a fantastic vehicle. The interior is well appointed, NVH is low, it handles well, is relatively quick and uses little fuel. Best of all, small tweaks such as swaybars front and rear, improved brake rotors and pads, short shifter for the gearbox, better tyres and an EcuTeK engine upgrade can enhance this car further into a awesome family SUV that combines practicality with fun. I'm so impressed that I'm thinking of trading in my wife's MY05 Forester XS for this.

Right now, its a shame that this car is going to be converted into a rally car as its so nice on the road and won't be the same after Brett thrashes it. But it will also make an excellent entry in the new ARC SUV class - good luck Brett and MRT for 2012!

To learn more about parts available for this model, follow this link:
http://mrtperformance.com.au/vehicle-search-results?search_seq=101822

Story by James Stewart
Source: MRT Performance





Turn Night into Day

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

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MITSUBISHI UPDATES

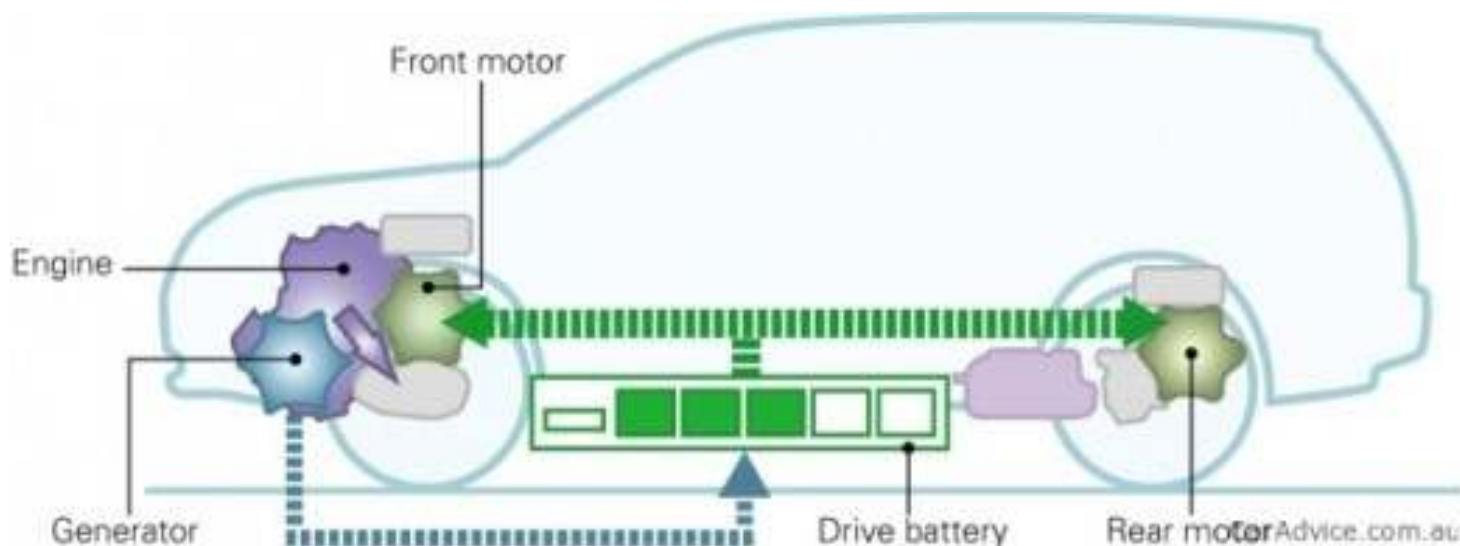
At MRT we often get asked what is happening at Mitsubishi with their performance cars. The Evo X is approaching the end of its life cycle, and the Lancer Ralliart has been retired, so what has Mitsubishi got planned?

Over the last few years Mitsubishi has begun a repositioning of the brand as a leader in electric vehicles, with special attention to plug-in hybrids, so any new Evo will need be part of the same equation, which means 'green speed' or none at all.

As we reported over a year ago, that probably means an electric hybrid Evo is coming with in-wheel electric motors, able to deliver the kind of performance credentials synonymous with that of a Lancer Evolution. It's also not exactly a new idea either. Mitsubishi developed that exact concept back in 2005, but the car was deemed impractical due to both the charge time and driving range.

Mitsubishi has confirmed that it is developing the latest in-wheel technology but it's not ready yet, according to Mitsubishi Motors Corporation President, Osamu Masuko. Whether the next Lancer Evolution is a hybrid or a plug-in is another unknown, but whatever it ends up being, it's probably not too far away.

Mitsubishi continues to develop other electric cars in addition to the i-MiEV (currently on sale in Australia), with the unveiled at the Tokyo Motor Show of the PX-MiEV II which is about the size of a current Outlander but is powered by two electric motors and one internal combustion engine.



Using two 60kW electric motors individually powering the front and rear wheels, the PX-MiEV can drive in pure electric mode for up to 50km, which can extend to an overall range of around 800km when combined with its petrol engine. For city and casual driving the PX-MiEV is likely to sit in EV mode, consuming no petrol. However, once the battery charge drops below a certain level, the 70kW 2.0-litre four-cylinder petrol engine kicks in to act as a generator, supplying power to charge the battery. Mitsubishi calls this the Series hybrid mode.

The vehicle can also act much like a traditional hybrid, where the electric and petrol engines work together to power the wheels. In Parallels hybrid mode, the PX-MiEV uses the petrol engine for high speeds to reduce strain on the electric engines, which are better suited for low speed driving.

Mitsubishi expects the PX-MiEV to use just 1.67L/100km and if that figure remains even remotely the same for next-generation Outlander or ASX, Mitsubishi will have the most fuel efficient SUVs on the market.

Source: [Mitsubishi Motors Australia](#)



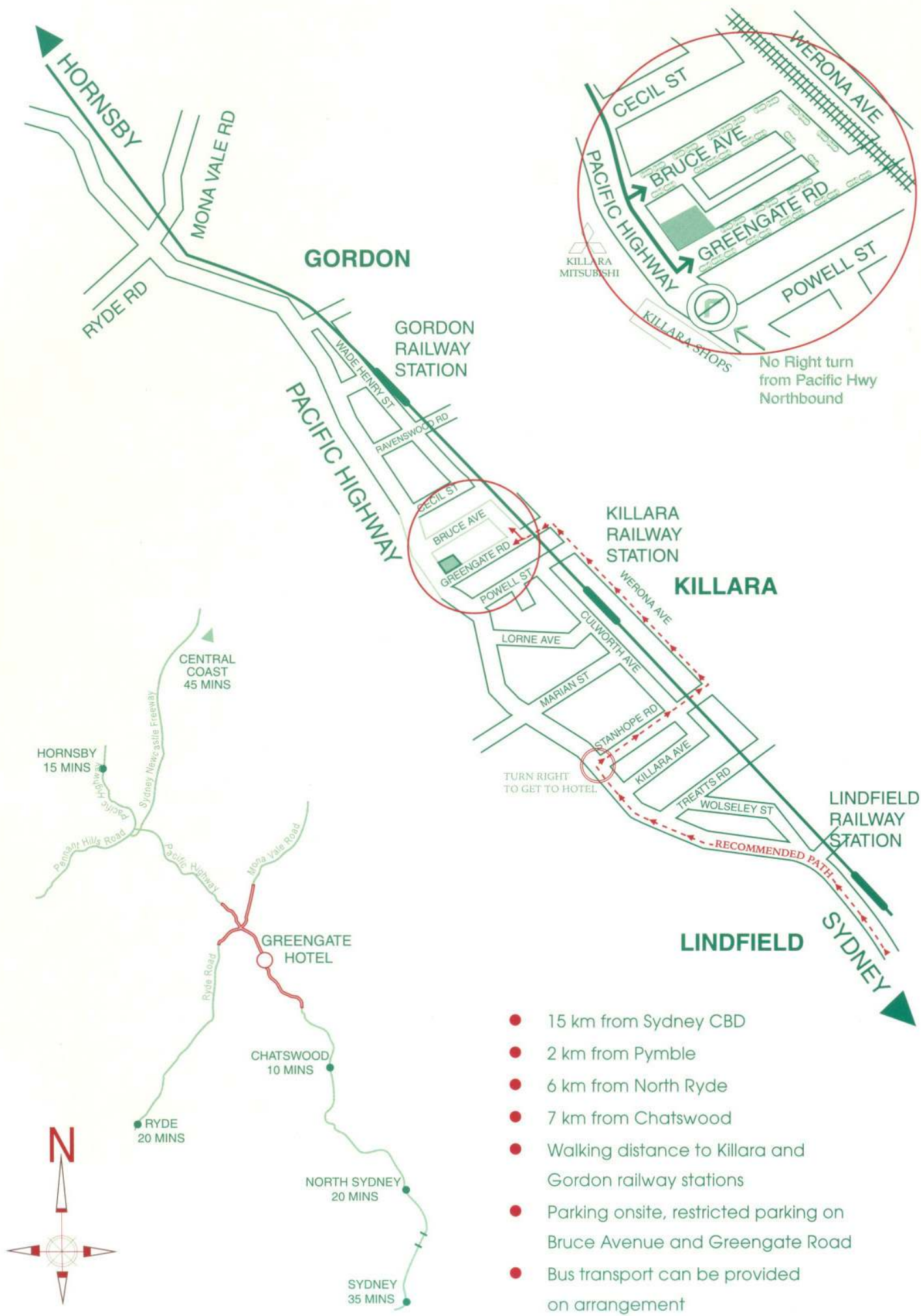
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