



NEXT MEETING

**Monday 2nd
July 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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0410 892 292
secretary@nsscc.com.au

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NORTH SHORE SPORTING CAR CLUB

DATES TO NOTE FOR UPCOMING EVENTS

Monday 2nd July

NSSCC Club Meeting and AGM Grengate Hotel Killara

Bruce Garland (although ill) will be giving us a review of his winning ways in His new Dakar D-max @ Finke over the June long weekend

Sunday 22nd July

Khanacross at Western Sydney Dragway

If you miss the first one be there for the second and have a great day in the dirt at WSID

Monday 6th August

We have five times Australian Rally Champ and absolute legend Ross Dunkerton along as our guest speaker.

Sunday 19th August.

TO BE CONFIRMED

Possible khanacross at Western Sydney Dragway

Saturday 1st September

Kumho Tyres Rally of the Bay

NSSCC is banding together with Canberra's BMSC to run a round of the NSW State Rally Championship on the great roads of Batemans Bay. This is our old stamping ground and we are going to need every one of you to come down make a weekend of it and be a part of the rally

So mark those dates in your diary and ensure you come along to either compete or help out as an official.

FROM THE PRESIDENT'S DESK

The year is racing faster than Mark Webber in his Red Bull and I cannot believe we are into July already and looking ahead to a frantic six months of motor sport activity ahead of us.

I know I offended some people with my remarks in the last Wheelspin in May and I didn't mean to tar everyone with the same brush and to those who had the interest of the club at heart I apologise, to the others who didn't I make no apology. Last word, its time to move on lets get on with building the club back up and making it a great place to have fun.

Our May meeting saw our Annual General Meeting with a good roll up and a vote of confidence in what we are doing to run the club with roughly the same team re elected for another year long with the inclusion of some new faces on the committee.

It is an important year for North Shore, it marks our 60th anniversary and we are hoping to have a celebration to mark the anniversary later in the year around November. Stay tuned

I have to thank all the team who have worked so hard over the past year and will continue to do so over the next year, Howie Grove who has done a great job as Club Captain, Brett Middleton as vice president, Rob Edwards as treasurer and James Stroud who is putting in a terrific effort as both membership secretary and editor of Wheelspin

Welcome to Damien Long, John Sparkes and Tom Quirk who come on to the committee, their experience and wisdom will be very valuable as we move the club forward over the next 12 months. John is a life member, a past president and been a part of NSSCC for years, Damien is one of Australia's top co-drivers and has vast business experience and great organisational skills and Tom is a former F1 engineer and will be specifically looking after the club point scores.

Thanks also to Rod Turnbull and Mitch Oke who are now running the club website and have done a fantastic job overhauling it. There will be more improvements and evolutions for the site including photos videos, the ability to join the club on line and many other things so stay tuned.

It has been a late commencement to our competition year but it got off to a terrific start with our club khanacross at Ansell Park in May. It was a smallish but quality field of 17 starters, plenty of juniors and three new club members in the form of Eric Stenhaus, Greg Surman and Martin Child. Congrats to Jake Elven for another fine win in his VW buggy and well done to the other juniors Kris Muller, Oscar Middleton and Ton and Ben Middleton, great effort guys. It was also great to see John Sparkes dust off the Nissan Silvia and have a go and also to convince his wife Carol to have a steer as well, fantastic to see you there.

We are hoping that we can get approval to have a khanacross at Ansell Park on Sunday 22 July, watch the website and Wheelspin for more info.

Don't forget to block off Saturday 1 September for the Kumho Tyres Rally of the Bay, which NSSCC is running in a joint venture with Brindabella from Canberra. Col Fletcher is the Clerk of Course and we will need as many club members as we can get to be officials, spectator marshals, road closures etc etc. Ian Bigg will be a co-ordinating official and we will have details over the next month about how to get involved. It will be a great weekend so please make sure you are there.

We also have some great Club meetings coming up so mark these in your calendar

Monday 2 July at the Greengate Hotel

Guest Speaker Bruce Garland (although Ill) will be giving us a review of his winning ways in His new Dakar D-max @ Finke over the June long weekend.

Monday 6 August at the Greengate Hotel

SPECIAL GUEST STAR Five times Australian Rally Champion Ross Dunkerton. Dunko will speak about his 50 year career in rallying, the many antics in Australia, the Marathon rallies, the Asia Pacific titles, Australian Safaris and the many funny yarns he has collected through his career. Ross will also have his new book for sale 'DUNKO' and will sign copies for you on the night. Meeting starts at 7.30pm dinner before hand from 6pm in the downstairs bar. Make sure you are upstairs in time for the meeting **IT WILL BE A NIGHT NOT to MISS INVITE AS MANY FRIENDS AND RALLY MATES, THE MORE THE BETTER**

Monday 3 September at the Greengate Hotel

Meeting starts at 7.30pm dinner before hand from 6pm in the downstairs bar. Make sure you are upstairs in time for the meeting. Entertainment To Be Advised

Until next meeting enjoy you motorsport, drive safely and keep smiling.

Jon Thomson President

THE AUSTRALIAN RALLY DRIVER MOLLY TAYLOR WITH THE CITROEN DS3

First test for the Australian lady driver at the wheel of the Citroen DS3 R3T with which she will compete in four events: Geko Ypres Rally, Coppa Città di Lucca, Neste Rally Finland and ADAC Rally Deutschland.



Molly Taylor, whose sports management will be taken care of by United Business, tried today in Italy the Citroen DS3 - BP Racing, with which she will contest four rallies. The programme of the crew Molly Taylor - Seb Marshall comprises the participation in the Geko Ypres Rally,

valid for the FIA European Rally Championship and the Intercontinental Rally Challenge, the Rally Coppa Città di Lucca, and two rounds of the FIA World Rally Championship, the Neste Rally Finland and the ADAC Rally Deutschland. The test allowed the crew to become familiar with the car, which they were using for the first time, and with Pirelli tyres in view of their debut in the Belgian rally scheduled in two weeks.

Molly Taylor said: "For me it is a fantastic opportunity, and a great step forward in my career. To have the opportunity to work with a professional team and a different car from the ones I drove before will allow me to learn a lot. I am trying to soak as much as possible, this car has many possible settings, we are trying to understand it as we go. We have a lot of work to do this year to gain experience, we will take what comes and try to make the most of it".

Pier Liberali of United Business said: "We started this cooperation with Molly Taylor, because we believe in this lady driver who has proven to be very solid and fast. I think she is one of the fastest lady rally drivers at world level today. Just like we do for all the other professional drivers whose management we take care of, we have prepared for her a medium to long term programme which caters for these events, although we are working to which she will be present in for 2012. For these events we will use the used by another one of our drivers, and which has always proven to be a tional factory".

of the FIA Women in Motorsport commission) said: "I am very happy that give a performing car such as Citroen DS3: to start with Ypres is a beautiful challenge for her, but I'm sure that she will rise up to it".

The Geko Ypres Rally will start at 16:25 on Friday June 22nd, first leg with six special stages for 85 km, finish at 22:54. After the overnight halt, restart at 9:50 on Saturday June 23rd, second leg with 12 special stages for 209 km, finish in Ypres at 22:39.



THE LOTUS EXIGE R-GT AT THE GEKO YPRES RALLY

Legendary British sports car marque Lotus will make its debut as a course car at Belgium's Geko Ypres rally on the 21-23 June. Portuguese driver Bernardo Sousa, who is set to race the Lotus Exige R-GT later this year, will drive this official car ahead of its entry in the FIA European Rally Championship and the Intercontinental Rally Challenge.

As part of the continuous development programme of the Exige R-GT, which has undergone tests in Italy, comes its first participation, albeit as a course car, in a rally event. The Geko Ypres Rally, which takes place in the town of Ypres in West Flanders, will be the fans first opportunity to see the car up close and running, and with the team of Bernardo Sousa and Corrado Mancini on board.

The Lotus International Team will be present in full at Ypres. The race will be the first official event for the team, and represents a useful opportunity to bed itself in.

Ypres is one of the most charming and characteristic rallies in the European series and the IRC. The participation of the Lotus International Rally Team will be used to continue testing and to fine tune the set-up of the car, equipped with a new suspension evolution, Michelin tyres thanks to a new technical partnership with the French company, and of further refined electronics.

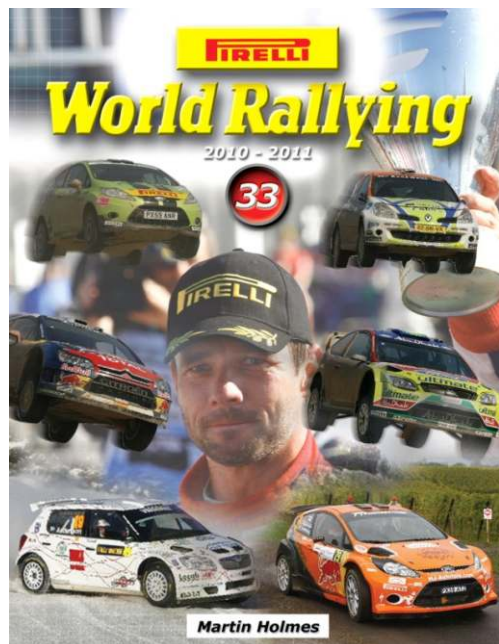
Claudio Berro: "Development of the Exige R-GT is going well whilst we are awaiting further clarifications of the GT category, which are due to be made by the FIA at their World Motor Sport Council meeting on June 15. But, until then, we're looking forward to Ypres which will give us some useful mileage, and show off this spectacular car to the rally world."

Bernardo Sousa: "I am very pleased to be at the Geko Ypres Rally, even if I'm only driving the Exige as a course car. This presence will certainly help us to start having some stage time comparisons against those who will be our next opponents. During the tests the car has improved continuously and I am discovering its great potential day after day".



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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DRIVING EXPERIENCE

BY KRIS MULLER

There I was. Sitting, waiting. My knuckles grew whiter and my mind was clearing. It was my third race, and as any boys dream I was sitting in a highly powerful front wheel drive Volkswagen polo GTI. The rev counter was sitting at about 3 and a half grand.

I'm very fortunate to have a father (Stephen muller) who has the ability to drive and fix Volkswagens as a profession. As the starter's hand went down signaling to go six and a half thousand revs of dust enveloped around the car and the starter. All I left him with was a mouth full of dust.

A sudden rush of adrenaline went straight to my heart like how the car was leaving the line and so the competition began. My dads voice almost blurred from my own concentration. The first corner came up. I had calculated the turning I needed to make and quickly glanced at the speed like lightning hitting metal. I could feel the mechanical roar of the car throughout my body and the onboard car computers between the ABS and ESP were frantically trying to work out what the driver was doing.

I applied my foot to the clutch and the car eased back, almost sighing in relieve. I carefully followed the marks of where other cars had driven before me. The GTI drive for anyone who doesn't know is a very low, stiff ride. Perfect for racing you would think? A motorkhana is a type of racing that involves finesse and precision, which was hard because the car was only 2 weeks old and was thrashed by the last bloke who owned it.

Carefully I moved the car through a low dirt ditch and back on to the grass where I released the clutch and the car eased its power on to the front wheels. If anyone has driven or owns a front wheel drive car will know if you drive it fast on a slippery surface you get a loss of control and continue going straight if you turn the wheel rally racers call that under steer and the same thing was happening to me.

The car continued to head for a tree so with a tap of the brakes the car corrected itself and was ready for its next challenge. I planted my foot down to the floor like Gaddafi making a speech. The car lurched forward and a little bump I hit made me hesitate. Dad was in my ear telling me "not to worry I got the car cheap!" I still hesitated throughout the whole day. As a corner approached it was tight like my dad when he busting to go to the toilet. My hand came off the wheel to pull the handbrake and I realized in a split second, the last time I did this I got spaghetti hands. To the those who don't know what I'm talking about it is when one is confused where what hand should go where and it becomes a mess and oh I can't explain any more..... I twist my head to the side and give my dad a psychic message and we both know what has to be done.

He yanks the handbrake and we glide along the grass majestically as if a swan was to across a still lake. I spun the wheel anti clockwise correcting the drift, and continued the race. Corner after corner my dad assisted me into the drifts. The track

was like a labyrinth and my dad was a guidance helping me weave through the confusing flouro pink signs. I finally finished the race, it felt like I had just finished the Dakar rally even though I got an impressive 50 seconds but I knew I could do better.

Throughout the morning I was slowly but surely catching up to my dad, only seconds behind. For years in anything we do together it seems to be a competition. Usually it's pretty one sided, playing Playstation I win, wrestling each other he wins but finally we were even and ready to go head to head. Switching seats all day made all three of us hot.



DRIVING EXPERIENCE

BY KRIS MULLER

The car was pushed to its very limits and stupidly we had left on the seat heaters and air conditioning on full heat. As the summer afternoon ended we cooled off. The brakes were toast and the engine was cooked and it was too hot for me to even touch the bonnet to check the water and oil levels. As I sipped water into my dusty dry throat I thought up of some new plans on how to drive. Because it was the afternoon the track was dryer meaning if I used the handbrake I literally lost seconds off my times. I hopped in the car buckling my seat belt tight against my chest and the helmet weighing my head down like balancing bricks on my head.

I arrived at the starting line and the sound of the turbo whistling let me know the car was back in business. Slowly my foot was pressing down on the clutch with my left foot and stamping on and off with my right foot like an itch waiting to be scratched. I launched the car off the line without any flaws, minimal wheel spin and maximum speed.

When I put my foot flat to the floor it felt magical. For a few seconds everything went in slow motion like in fast and furious when they go from the pedal to the engine. It's like my mind travelled through the car and I felt I connected to it. The machine swiftly moved through the flags and all the confusion eventually came in to one. I approached the finish and held down the throttle to the very last second scaring the be-jesus out of my dad. My pleasure for the day.

The nimble beast came to a halt, this time I remembered to press the clutch and brake together not the brake and accelerator like the mistake I made last time. I pressed the dusty button to put the rest of the window down and asked the lovely lady who was the time keeper I asked in an anticipated voice "what time did I get?". It took me at least 20 seconds to recall and process what she has said.

"I'm happy to say you've just beaten your dad" My dad kicked me out of the drivers seat and gave me a look of " Let me show you how the pro does it". He zoomed off the line leaving a muddy, dusty and petrol taste in my already dry mouth. It took him two goes before he beat my time by milliseconds and had then admitted he couldn't do better.

The day wound to an end and I shook the sweaty hands of the other competitors and the dusty hands of the starters. The results were in and I had come fourth out right in the whole event. I was against more experienced drivers and rally purpose cars. I have never become first in anything and when the time comes for the next race I'm giving every ounce I have to eventually become numero uno!





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NSSCC 2012 EVENT CALENDAR

5 th Feb	Ansell park Motorkhana - Thornleigh Sporting Car Club - www.thornleighcarclub.org
25 th March	Driver Training /Khanacross - western Sydney International Dragway (WSID)-NSSCC
20 th May	Khanacross - Ansell Park - NSSCC
27 th May	Supersprint - Wakefield Park - www.thornleighcarclub.org
23 rd June	Khanacross - (Venue unknown) www.hdcc.com.au
22 nd July	Khanacross Ansell Park - NSSCC
26 th August	Ernies Renvge Motorkhana - Ansell Park - www.thornleighcarclub.org
16th September	Khanacross Ansell Park - NSSCC
29 th - 1 st October	Dirt Circuit / Khanacross - Colo - NSSCC / Toyosports - https://www.facebook.com/groups/toyosports/
11 th Nov	Khanacross - Hampton - NSSCC

LUCA ROSSETTI WINS ISTANBUL RALLY

The multiple European champion crew Rossetti - Chiarcossi won the third round of the 2012 Turkish Championship with the Skoda S2000 of Skoda Turkey - Yuce Auto Pegasus Racing and consolidated their leadership in the overall Championship standings.

The crew of Italian nationality but with Turkish license finished in first place ahead of Yagiz Avci - Bahadir Guenmez and Murat Bostanci - Onur Vatansever with the Ford Fiestas S2000 of Team Castrol Ford Team Turkiye.

"It was a very tight race. - the United Business driver said - where the reliability of my Skoda Fabia S2000 and the toughness of the Pirelli tyres were fundamental in achieving this important result, especially with a view to the championship, as my direct opponent, Volkan Isik - with another Skoda S2000 - finished in fourth position, after suffering two punctures. The race was however enlivened by the duel with Avci who proved to be very fast on the gravel roads behind the Turkish capital".



The race of the three-time European champion was cautious in order to avoid punctures, always possible in gravel events and even more so if, as it was the case here, Rossetti always started first with the technical disadvantage of having to be the "sweeper" and to "clean the road" for the other crews. The next event will be the Bosphorus Rally, which will be valid both as the fourth round of the Turkish Championship and for the European Championship, a Bosphorus Rally which has already seen twice Luca Rossetti as the winner in the year 2008 and 2010. The Turkish Championship, after these first three events, is proving a tough and competitive series, both for the value of the drivers and for the excellent number of S2000 cars present at every race, and in the Bosphorus (July 6th to 8th - Istanbul) the entries list will be even larger and better qualified as it will be enriched by the drivers and teams taking part in the European Championship.



Car No:	Entrant:	Car:	Class:	Best time Test 1 -AM	Best time Test 2 -AM	Best time Test 3 -AM	Best time Test 1 -PM	Best time Test 2 -PM	Best time Test 3 -PM	TOTAL TIMES	OUTRIGHT POSITIONS	CLASS POSITIONS	Junior
23	Jake Elven	VW BUGGY	C	41.81	40.00	60.00	37.94	48.00	56.00	283.75	1	1	1
5	Stephen Muller	VW	A	42.31	40.00	56.00	39.78	55.00	55.00	288.09	2	1	1
1	John Sparkes		B	44.04	41.00	67.00	41.97	53.00	57.00	304.01	3	1	1
8	Kristopher Muller	VW	A	43.16	43.00	61.00	42.94	56.00	59.00	305.10	4	2	2
3	Matt Hottes	ESCORT	B	54.00	42.00	59.00	41.81	54.00	55.00	305.81	5	2	
11	Eric Steinhaus	HYUNDAI	A	45.09	45.00	64.00	41.84	53.00	60.00	308.93	6	3	
2	Jon Thomson	DATSUN	B	49.25	46.00	62.00	40.03	53.00	61.00	311.28	7	3	
15	James Stroud		A	51.78	43.00	65.00	43.28	53.00	62.00	318.06	8	4	
6	Carol Sparkes		B	44.87	42.00	67.00	43.93	61.00	60.00	318.80	9	4	
4	Greg Surman		B	49.53	51.00	59.00	DNS	DNS	65.00	DNF			
7	Martin Wyllie	COMMODORE	B	48.10	45.00	62.00	DNS	59.00	61.00	DNF			
9	Martin Child		B	45.72	45.00	63.00	DNS	DNS	59.00	DNF			
10	Tim Wyllie	COMMODORE	B	50.62	49.00	64.00	DNS	64.00	60.00	DNF			
12	Ben Atkinson	MAZDA	C	44.09	43.00	61.00	42.72	58.00	DNS	DNF			
14	Tom Atkinson	MAZDA	C	46.34	45.00	66.00	44.75	58.00	DNS	DNF			
16	Shaun Atkinson	MAZDA	C	39.97	38.00	57.00	38.93	DNS	DNS	DNF			
22	Oscar Middleton		A	48.50	50.00	71.00	58.44	DNS	81.00	DNF			

YPRES RALLY SERVES AS TEST BED FOR THE NEW LOTUS EXIGE R-GT



The Lotus Exige R-GT made its debut as a course car at the weekend's Geko Ypres rally in West Flanders, among the most beautiful rally venues in the world.

Portuguese driver Bernardo Sousa, who is set to race the Lotus Exige R-GT in anger later this year, drove the official car ahead of its first race in the FIA European Rally Championship and the Intercontinental Rally Challenge.

As part of the continuous development programme of the Exige R-GT, Ypres offered the Lotus International Team the opportunity of track time and also gave the rally world a chance to have a close look at Lotus's exciting GT class challenger with the team of Sousa and Corrado Mancini on board. Rival drivers and fans alike were clamouring to get up close to the Exige all weekend.

The team took advantage of the 18 special stages of the rally to test different set-ups, engine modes and electronics solutions. There were no major technical problems, only some small teething issues regarded as normal in the development of the car that has covered only 1,000 km of testing to date. The only issues were an alternator failure and a faulty brake connection.



"The car continues its phase of growth and evolution," explained Bernardo Sousa. "Here in Ypres progress has been steady and significant. The great potential of the Exige R-GT is emerging day after day. In this phase the team and I are trying to achieve the highest reliability and are only relatively interested in the stage times, even if I must say that the car is proving to be faster every day. I am very satisfied with both the car and the level of professionalism that the Lotus International Team is showing every day."

The next event for the team is this weekend at the Goodwood Festival of Speed, where Lotus is the featured marque, followed by two separate private test sessions to be held by July 15th.



PERSONALISED PROFESSIONAL PRINTING

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	400gsm CMYK with Silver PMS 1 side or 2 and SPOT UV 1 Side, Laminated Matt 1 side or 2		90 x 55mm			195	225
			MINIMUM 2 TYPES			165	195
			MINIMUM 4 TYPES			145	165
					1,000	5,000	10,000
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			2 sides		195	345	565
			A4 Folded to DL	2 sides		345	595
	250gsm Gloss CMYK	DL	1 side		175	375	585
			2 sides		235	465	765
		A5	1 side		195	475	745
			2 sides		375	645	965
Letterheads & With Comps:	100gsm Laser CMYK	DL	1 side		120	195	295
			2 sides		165	275	395
		A4	1 side		200	375	585
			2 sides		300	575	825
Posters:	170gsm Gloss CMYK	A5	1 side		155	345	525
		A4	1 side		240	525	850
		A3	1 side		350	850	1395
		A2	1 side		625	1395	2395
		A1	1 side		995	2395	3995
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		A4	8pp		1045	1995	2995
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HUNTLEY HILLCLIMB

JULY 29



Wollongong Sporting Car Club
Huntley Hillclimb
since 1953



The rains were absolutely bucketing down the day before our last hillclimb (June 17) but by morning the skies cleared and we were ready to roll albeit with a stiff breeze. With a cold damp track the records weren't in too much danger but 23 drivers took advantage of the 10 runs on offer. Towards the end of the day we were hit with a mini cyclone, completely taking out the WSCC bbq with winds from the north. 5 minutes later there were buckets and other debris being blown across from the south!

There was a good mix of cars and drivers on display. A junior, some ladies, some debutants, some returning from several years off, and quite a few regulars.

Continually improving, Justin Holden finished with a new PB of 31.26. Fifteen year old Sherif Omar had a mature drive improving on each of his 10 runs and finished with a 37:50 in a Fiat 131. Jenni Simpson in her first drive was another consistent improver and took out the Fastest Lady award with a 33.32 in the supercharged Holden Nova. Wayne Penrose returned after 8 years in the current record holding VW beetle sports sedan and achieved an impressive 25:09 with the "small engine".

Our next event on July 29 is going to be the last club hillclimb until November so if you haven't scratched that Huntley itch in a while now is the time. Ladies can still take advantage of our half price membership/entry deal.

Entry forms and supplementary regulations are available to download from the club website at

www.wsc.org.au/download.shtml.

NSW Hillclimb Championship

On September 9 WSCC is hosting round 8 of the NSW Hillclimb Championship. This is the "big one" for the club where we really like to put on a good show. The club is looking for assistance in the form of sponsorship. We're looking for a major naming rights sponsor as well as class sponsors. In return sponsors receive advertising in the event program, constant plugs throughout the day over the PA system. They will also receive advertising in the monthly newsletter and advertising on the clubs website. Sponsorship can be in the form of cash or goods/services. Please contact president Jo Bell for information 040 600 3580

Chris Fraser
for WSCC

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