



NEXT MEETING

**Monday 2nd
April 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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APRIL

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NEXT CLUB MEETING

**Monday 2nd, 7.30pm at
Greengate Hotel, Killara**

Guest Speaker Steve Muller

TALKING-

**RACING THE
SALT FLATS...**

FROM THE PRESIDENT'S DESK

What a fantastic night we had at our first meeting of 2012 with our first ever Show and Tell session conducted at MRT Performance with the fantastic new Jeff David Porsche, Brett Middleton's new Subaru Forester SUV rally car and the Bruce Garland D-Max Dakar Ute.

It was a great night with a close technical inspection of each of the cars including Brett's Subaru, which was still on the hoist being constructed in readiness for its first competitive outing at Rally Calder at the start of March. We also had the benefit of having Grant Geelan from Autohaus Hamilton who has overseen the construction of the new David Porsche along with Greg Campbell who did all of the fabrication and construction of the car. It was really fascinating to get up close and personal with the cars and hear some of the technical detail behind them and the thinking that went into topline rally cars.

So popular was the night that we are planning more Show and Tell nights in the future. We are currently putting together a potential night for our May meeting featuring the new Neal Bates RA40, The new Simon Evans Mazda 2 G2 ARC car and perhaps one other newcar. We will keep you informed about this however we also have our AGM in May so it could be a bit interesting staging the AGM in a workshop but why not give it a go?

Congrats to club members Brett Middleton who debuted the Forester in the SUV Class at Rally Calder winning the class and finishing 14th outright and to Coral Taylor who partnered Neal Bates in the new 'old' Celica to win the Classic Class in fine style. Great effort that.

We are still chasing Sydney Dragway for approval to stage our first event of the year. The long running saga of the dragway's battle to have a variation on its lease from Western Sydney Parkland Trust has if you will pardon the pun 'dragged' on and we still have our fingers crossed that the situation can be resolved and that we can gain access to this great facility. The really irritating thing about this is the fact that a prominent driver-training organisation is already running 'corporate rally' days at the track but because it doesn't require a CAMS permit it goes under the radar. Anyway we will keep trying and hopefully will have good news sometime soon.

Don't forget our new membership policy which sees our membership run from January to December so if you renewed prior to October last year your membership is now due, we realise there is some pain for those who renewed in the second half last year but it is important we get on top of renewals and our membership secretary James Stroud is doing a great job at re-organising this and making sure we get our membership numbers back up again.

Club member Steve Muller will be our guest speaker at the April meeting at the Greengate telling us all about the amazing salt lake racing on Lake Gairdner in the middle of SA which he competes in each year, at least when there is no water in the salt lake. It is a fascinating competition and should be great to hear. Hope you can be there

Thanks for your support at the club and don't forget our great calendar of events for the year ahead and we look forward to seeing you at club meetings at the Greengate in Killara

Jon Thomson

MOLLY TAYLOR SET FOR A START IN 2012 RALY SEASON

Australian rally driver Molly Taylor will kick off her 2012 international rally campaign with a run in the Bulldog International Rally of North Wales next week.

The second round of the British Rally Championship will be run on Friday, March 23 and Saturday, March 24 and is made up of five individual rallies including international, national and historic classes.

Molly, her 2011 co-driver, British-born Seb Marshall, and their Ford Fiesta R2 will tackle this event together as well as other selected events across the UK and Europe. They hope to announce more details in the coming weeks.

"I really can't wait to get back in the car after what feels like a lifetime," the 23-year-old Sydneysider says.

"I haven't done an event since Rally GB, the final round of the 2011 World Rally Championship. Several of the 2012 Academy drivers such as Elfyn Evans and Alistair Fisher are doing the Bulldog. They're both very experienced drivers so it will be good to check my speed against theirs after the quick times we were posting at the end of last year."

Molly says the Bulldog is one of her favourite events. It's based around Welshpool in mid-Wales, about six kilometres from the England/Wales border and offers a real challenge to her skills.

"I really enjoy the roads in Wales. The roads really flow and the stages are quite a mixture of fast and technical. We set some good times in the same area during Rally GB, so this is my chance to back that up in similar conditions.

"My best result in this event was in 2009 when I won my class in the Suzuki Swift Sport Cup. I have competed here a few times so it's one of the rallies that I have more experience of, and that familiarity will help. We're not doing the whole British championship series so the aim is to benchmark ourselves against the top competitors here and make the most of the event."

Molly is currently in negotiations to do several events in Europe, with a European based team. Outside her rally commitments, she continues to work with M-Sport, the company that has operated Ford's world rally championship program since 1997.

2012 will be the 52nd running of the Bulldog Rally since it started in 1958. The event covers a total distance of 343 miles (552km), of which 97.5 miles (157km) are competitive, divided into 11 timed special stages.

In 2011, Molly and Seb contested the WRC Academy, a sub-series of the WRC, which replaced the previous Junior WRC category and was designed to give young drivers a strong foundation in all aspects of competing at the elite level of motorsport.

Six of the young drivers entered in the series won a fully-funded scholarship for the year. That covered all expenses for the six events in the Academy series and Molly was one of the fortunate six. She was also the only female driver competing at any level of the World Rally Championship.

More information on Molly and Seb can be found at Molly's website, <http://www.mollytaylor.com.au/>



SEARCH FOR INFORMATION ON A GENUINE RALLY COOPER S



Written in from Mike McGee from Elsmore, NSW



I recently acquired a "genuine rally" Cooper S which is as last rallied. I bought it from a friend who had it in his shed for the last 20 years. The car will be restored sympathetically, very little will be done to the interior, outside cleaned and painted after panel work.

I am trying to establish it's competition history and identify some of the drivers. Perhaps some of you may be able to help with this. Surrounding are photos of the car as it is now, it has been very well prepared using a Morris 850 shell with rubber cone suspension, S front and rear brakes, lines



for brakes and fuel inside, with fibreglass boot and bonnet, a full rollcage as well as a Halda and rally dash. The colour was originally Sand Beige, Moss Green or Seamist Green. There is also a pair of damaged alloy doors with perspex sliding windows, as are the rear and quarter windows.

Purchased in Mosman NSW about 1991/2 by my mate .Last registered in NSW December 1986, numberplate GOJ 928 .

I have contacted the RTA and located the last registered owner who bought the car in early 1985 from Raglan St or Middle Head Rd in Mosman. He can't remember the seller's name and RTA records don't go beyond 1985. The only information I have is that he built the car and rallied it whilst at university. Your club was active in the area during the period i.e 1970-1984.Perhaps your archives may contain photos or entry lists relating to the car or some older members may remember it's unusual colour scheme. Any information, no matter how insignificant may allow my search to continue and expand.



This could be a part of Australian Mini history and is to my mind worth preserving, consequently my search for previous owners and events in which it competed.

If anyone has any information, please contact:

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SUBARU DIESEL RALLY CAR WORLD DEBUT

The MRT world debut of the Subaru Forester Diesel occurred at East Coast Bulbars, Rally Calder.

A new event, a result of direct Scott Pedder (from the Pedders suspension family, fame).

Wholly held within the confines of the Calder park motorsport complex, this includes stages on the Race track, Thunderdome Nascar track and gravel car park roads.

Also held at the same time was a Tarmac event and Super sprint on the track, a huge challenge for road director Ross Tapper.

To add complexity, the event had HUGE rainfall before and during the 3 days and this resulted in a massive challenge for keeping the event on track as well as the roads to meet the ARC expectations of 4wd turbo rally cars as well as the 2wd rally cars and the SUV rally Challenge that MRT entered their Forester in.

Seeded at car 11 the MRT crew of Brett Middleton and Co Driver Andrew Benefield, with the rest of the field set pace notes on the Thursday for the event start Friday afternoon.

As this is a new series, the aim of this event was finish and score maximum points, and at the same time use the event as a ongoing development process.

As the event had both gravel and tarmac stages this provided huge opportunities to test multiple parts and suspension set ups as well as ECU tuning maps and power / Torque data.

MRT Head tuner Ben Taylor was also at the event, using the Motec in car dash for data logging multiple data channels for his continued research into the fine tuning of the Subaru 2 litre Boxer engine.

The factory ECU has been upgraded and re Dyno tuned using EcuTeK tuning software and this allows huge changes to be made to the factory ECU resulting in a whopping 70 nm increase in torque.

(dyno data here) <http://www.mrtperformance.com.au/resources/dyno-graphs/subaru/forester/forester-diesel-my2010-onwards-turbo-2-l->

The car from the outset was surprisingly quick with the stealthily quiet performance of the car having incredibly good traction, and speed up to 3rd gear.

Over the duration of the event, the team consistently improved the car as well as the team as well, with driver Brett Middleton having to completely change his driving style from his past big power Group A Subaru and high revving Honda Civic, to the Forester that had virtually no engine noise and a maximum revs of 3800 rpm!

"One thing I have a real difficulty with is I cant drive the car by my ears, and this is a common tactic of race drivers, to avoid always looking down at the cars tacho, in this car, I cant hear the engine so I have to look at the dash more often than I ever have before. The second problem is the car under heavy braking, like all rally cars often stalls the engine, in a petrol engine, the car would "clutch start" the engine again, however in the Forester diesel this is not possible. I lost count how many times I stalled the engine!" Brett said.

"I was constantly amazed however at the Torque of the engine and speed of the acceleration with minimal wheel spin, the Subaru suspension layout, really makes the car handle incredibly well and at the same time gives damn good traction" Brett added.

Never being an outright contender the car ran consistent times to net a result that was better than the team expected. As the event drew on, the MRT crew, disabled the ABS, Traction control and VDC, resulting in a more twitchy handling car that allowed the Brett to throw it around more, resulting in a steady improvement in stage times.

"The big challenge is all the electronics we have in this car, everything is linked, so to make the very best of it we need to slowly make planned changes every step of the way. In some cases its two steps forward and one step back" Brett said.

The next event for the team is the quit forest rally in Perth, the car is now in Perth at MRT's partners, Maximum Motorsport, where it is undergoing pre rally servicing.

Results here http://rally.com.au/index.php?option=com_content&view=article&id=1624&Itemid=226

Follow the race team here <http://www.mrtperformance.com.au/race-team>

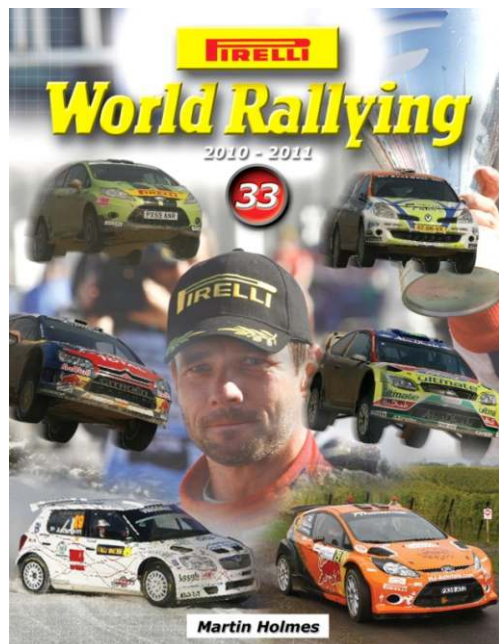
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PIRELLI WORLD RALLYING 33

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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SHANE JACOBSON RETURNS FOR QUIT FOREST RALLY

Following an impressive Bosch Australian Rally Championship debut at Rally Calder, actor Shane Jacobson has confirmed he will return for the Quit Forest Rally of Western Australia at the end of the month.

Jacobson competed in the Kumho sponsored Mitsubishi Evolution 6 prepared by Rallyschool.com.au's Mick Ryan in the season opener, Rally Calder presented by East Coast Bullbars and finished 12th outright in the four wheel drive championship with a new found love for rallying.

He'll be put through his paces when the Bosch ARC heads to the forest in Western Australia but Jacobson says he's looking forward to getting back behind the wheel the Rallyschool.com.au Kumho car.

"I had an absolute ball at my debut in the Bosch Australian Rally Championship opening event at Rally Calder in Melbourne. I didn't come first, didn't come last, didn't pick up trophy but did pick up a bug that has turned into a full blown virus. It's called Rallyitis. The only known cure is to race again... so I am going to Perth for a full dose of medicine," explained Jacobson.

"The only way this drug can be administered is by driving incredibly fast through a forest. The reason for this is the drug is on the edge of every tree in the forest and our job is to narrowly scrape every tree in the forest and when you cross the finish line you are temporarily cured for another week."

Jacobson is also cautious of the challenges the Quit Forest Rally poses over his debut at Rally Calder and welcomes the danger the forest will bring.

He continued, "If you hit one of the trees and take a full dose then that's considered medically unsafe, hence the expression fully sick, but for someone so sick I have never felt more alive in my life. I can't wait till round two of the Bosch ARC at the Quit Forest Rally."

Jacobson is a self-confessed car enthusiast and when the opportunity presented itself to compete in Rally Calder he leapt at it. In between feeding his passion for motorsport Jacobson is an AFI award winning actor appearing in films such as Kenny and Charlie and Boots and is soon to appear in the Bourne series with Matt Damon.

According to Scott Pedder, CEO of the Bosch Australian Rally Championship, Jacobson's return is confirmation that the Bosch ARC is one of the most enjoyable forms of motorsport in Australia.

"Having Shane Jacobson compete in the ECB Rally Calder event was a massive coup for the Bosch ARC and his return for the Quit Forest Rally of Western Australia shows how much fun he had at Rally Calder," said Scott Pedder.

"We are very excited to have Jacobson competing in a traditional rally as well as our festival of speed at Rally Calder. Rally Calder was designed to introduce the masses to rallying and for our guest driver to want more says the event succeeded in its objective."

The Bosch Australian Rally Championship continues with the Quit Forest Rally of Western Australia held March 31 - April 1. The championship then heads to Queensland May 26-27 for the International Rally of Queensland, the Scouts Rally of South Australia July 28-29. The Coffs Coast Rally will be held October 13-14 before Rally Victoria concludes the championship November 9-10.

More than 2.5 million Australians will see the Bosch ARC on TV in 2012 and the series will generate more than 36 hours of national television across the Ten/One HD network - a media equivalency value exceeding \$6 million. The Bosch Australian Rally Championship has also re-signed multi-national fuel and lubricant giant BP as the primary fuel supplier and Korean tyre giant Kumho as the exclusive tyre supplier for the championship for the third year.

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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
13 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

SUBARU BRZ OFFICIALLY CONFIRMED FOR AUSTRALIA

Subaru has confirmed CarAdvice's exclusive story from last week by revealing the rear-wheel-drive BRZ sports coupe is coming to Australia in 2012.

Subaru Australia managing director Nick Senior this morning confirmed a number of factors swayed the brand's decision to deviate from its 15-year strategy of selling only all-wheel-drive vehicles.

"The passion and persuasion of the FHI [Fuji Heavy Industries] engineers involved in the project was telling," said Senior.

"They have poured their DNA into this car, so it drives like a Subaru. And because it is built in our spiritual home in Gunma prefecture, it has to be a Subaru."

Senior described the BRZ as a "driver's car", and said he believed it was "in keeping with our fun-to-drive philosophy".

The Subaru BRZ is powered by a 2.0-litre four-cylinder boxer engine with 147kW and 205Nm of torque. While its estimated 0-100km/h acceleration of around seven seconds may not have sports car fans flocking to showrooms, but our drive of the virtually identical Toyota 86 recently suggests its compact dimensions, lightweight construction and low centre of gravity will also make it an agile, corner-loving machine.

"The testing and development we have undertaken for the Australian market has left me in no doubt that this is a Subaru specifically for our unique Australian conditions," Senior said.

Following a drip-feed of information, teasers and concepts spanning more than two years, the BRZ was finally unveiled at the Tokyo Motor Show late last month.

Senior says Subaru has been "overwhelmed" by Australia's response to the BRZ.

"People have been pleading for us to bring the BRZ into the country. Dealers have been astonished at the level of interest. Indeed, the first BRZ has already been sold in Adelaide, despite no pricing or specification being released."

Last week, CarAdvice reported one of Subaru's largest Australian dealerships would have limited numbers of the BRZ in its showroom by May, potentially beating the Toyota 86 to market, which is due in "mid-2012".

Subaru will confirm more details closer to its local launch. Expect prices slightly higher than the Toyota version, which is tipped to start between \$35,000 and \$40,000.





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NSSCC PURCHASES NEW COMMERCIAL GRADE RADIO'S

The North Shore Sporting Car Club has recently purchased a set of 12 Commercial Grade Motorola UHF hand held radio's, complete with separate mics, belt clips and two chargers. They replace a set of very unreliable 0-40 channel regular domestic Unidens.

They operate on a stand alone frequency, which will limit interruptions from other local radio users. This will give us a reliable safety net to direct all our kharnacross & Rallysprints.

Our Vice President, Howard Grove, has had the complete kit fitted (squeezed) into one Pelican Water & Shockproof box for safe keeping, with all items having their own home (cut-out) in foam trays.

We ask that when being used, please look after the equipment so that we get extended use and ensure to pack all items away in their correct spots ready for their next use.

A big thanks to Howie for organising the radio's and having their new home designed.



INAUGURAL ECB RALLY CALDER HAILED AS A SUCCESS

The Bosch Australian Rally Championship's first ever 'stadium' or single venue round, Rally Calder presented by East Coast Bullbars, has been hailed a success by CEO of the Championship, Scott Pedder.

A total of 7557 people attended Rally Calder over the three days of the weekend despite over 60mm of rain in the lead up to the event, a sodden rain soaked day two and threatening skies on the morning of the final day.

Along with a strong, if rain affected, attendance Rally Calder attracted close to 160 entries across the Bosch ARC, CAMS Tarmac Championship, the Classic and Side by Side Rally Challenges and the extremely popular Car Club Forum battle.

According to Scott Pedder Rally Calder made a significant profit despite the affect rain had on the expected crowds.

"We had strong entry numbers as well as support from sponsors and corporate and were able to keep costs to an absolute minimum," said Scott Pedder.

"Certainly the reaction from the competitors is extremely positive and we are already planning Rally Calder 2013 because this is certainly a concept that has huge potential and will grow given time and the right nurturing," he said.

"Competitors have been unanimous in support for the event and many have already committed to competing at Rally Calder in 2013 which is extremely encouraging and makes the job of organising an event like this worthwhile.

"Any new event needs time to grow awareness as well as building interest and enthusiasm and that is what we will be doing over the next few years.



"We learned a lot over the weekend and we have plans to add more stages and to bring the action even closer to the fans, the list of changes is long, but we are committed to making this a spectacle and a fitting start to the Bosch Australian Rally Championship in 2013," Scott added.

"The new Side by Side Rally Challenge was a huge hit and attracted enormous interest and we are planning some interesting and more extreme stages for the Polaris and Can Am machines," Scott added.

Rally Calder proved popular online, attracting close to 12,000 hits on the new Honda Rally Live website, while Rally Radio was also a major attraction for rally fans who could not attend the event delivering live commentary on the sport's own internet radio station.

All in All close to 20,000 hits were recorded on the Rally Calder section of rally.com.au since the event was announced late last year. Over 100,000 views were recorded across all the nations' car club forums for the Just Car Insurance Forum Battle.

With the prospect of more factory teams, an increase in the number of SUV participants and even more Classics and Side by Sides the Rally Calder spectacle is sure to get even better.

Dates for the 2013 Rally Calder are yet to be formulated and will be announced later this year when the entire Bosch ARC calendar is finalised.

The 2012 Bosch Australian Rally Championship continues with round two, the iconic Quit Forest Rally on the slippery ball-bearing gravel roads of Busselton, south-east of Perth between 30 March and 1 April.

Follow all the action on rally.com.au

For further media information contact:

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			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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MAXIMUM BAGS

BATHURST 12 HOUR PODIUM

It was a race of highs and lows for Maximum Motorsport at the 2012 Armor All Bathurst 12 Hour. The marathon race, held at the world-famous Mt Panorama circuit, boasted an exotic field of entries, including a trio of Audi R8s, Ferrari 458s, Mercedes SLS AMG GT3s, Lamborghini Gallardo GT3s and Porsche 997 GT3s. Despite the number of super cars, the Maximum WRX STI was moving forward and sitting in the top 10 and the Production Car lead for much of the event. However late-race turbo problems cost the Subaru WRX STI an agonising 45 minutes in the pits. Although the team fixed the problem and completed the event for a Class D 2nd place, there were not enough laps to make up the time lost.

"It's been an incredible day!", remarked Dean Herridge at the end of the grueling 12 hour enduro. "The pace was fast early on and we managed to work our way up into the top 10. Unfortunately the oil pipe which feeds the turbo cracked, which caused the turbo to blow when we had a handy lead in the category. The boys did a great job to replace both the turbo and the pipe, and get us back in the race. But we lost a heap of time."

The variable conditions at Mt Panorama played havoc with the field. After a dry start, heavy rain began to fall at the top of the circuit, leading to series of safety car periods. It was during this phase of the race that the Subaru's AWD advantage came to the fore.

"When the rain came, it really made the track very tricky. Some parts of the track had a dry line, but at the top of mountain the rain and mist was very heavy. It made life difficult for everyone, but the Subaru was perfect in the conditions. While everyone else was losing time, we were able to move forward through the field."

"So it's been a little disappointing to be the leading production car for much of the 12 hours, and then falter with only a couple of hours to run. The car has run perfectly all week, and this was the only real problem we've had. But, compared to last year, we've made huge leaps forward. Twelfth outright is a great result for our team. John O'Dowd and Angus Kennard both did a fantastic job in really difficult conditions today. The team did a great job preparing and running the car."

So it's great to finish the race with a podium, and our overall performance provides a lot of encouragement for next year."

The race was won by the Audi R8 of Mies/O'Young/Joens, a lap ahead of the Mercedes SLS of Slade/Bleekemolen. And a three hour highlights package will air on Foxtel's Speed Channel on Saturday the 24th of March.



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