



NEXT MEETING

**Monday 7th
May 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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IN THIS ISSUE

Maxcrest Rallysport
at NDDCC Oberon
Rally

Troopy vs South
Hedland Roundabout

MRT ARC Round 2

A History Of
Rallying

Subaru Factory Pumps
out BRZ and 86

Daly and Russ
Take AMSAG
2011 Rookie Series

Nissan's V8 Contender

Wheelspin

MAY VOLUME 10

NORTH SHORE SPORTING CAR CLUB

DATES TO NOTE FOR UPCOMING EVENTS

Monday 7th May

NSSCC Club Meeting and AGM Grengate Hotel Killara

We need you to come along and be a part of the night, get involved with your club and make your vote count.

Sunday 20th May

NSSCC Khanacross at Ansell Park.

Be there for a great day of club motorsport fun. It's close to Sydney, a great venue and great value. Bring you picnic rug, chairs and have a fantastic day under the trees being a part of it as either a competitor or an official.

Sunday 27th May

Supersprint at Wakefield Park.

NSSCC has been invited to the challenging Wakefield Park track for a tarmac Supersprint. Load the car on the trailer and head on down to Goulburn for a day of roundie roundies. Its fun and will benefit your road driving and gravel driving no end by helping tidy up your lines and increasing your precision.

Monday 4th June

NSSCC Club Meeting and Show& Tell

Repeating the popular format from our February meeting we are aiming to have the all-new Mazda 2 ARC G2car to be campaigned by Simon Evans in this year's National title along with the amazing Neal Bates RA40 Classic TTE replica Celica and perhaps one or two more new and interesting rally cars. Venue TBC however mostlikely at MRT Performance at AGM

Sunday 23rd June

NSSCC khanacross at Western Sydney Dragway.

Call your mates, get the band back together, come along and celebrate, we have a venue in the heart of Sydney once more.

After months of battling we have finally secured what will hopefully be a fantastic venue for a range of motor sport activities. YOU HAVE TO BE THERE.

Monday 2nd July

NSSCC Club Meeting and AGM Grengate Hotel Killara

Details to be advised

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

Another year has rolled by and our AGM is upon us again. It has been a hectic 12 months since the last election and to some extent I think we have been spinning wheels.

There has been even more frustration this year than there was last year. We have been tied up in bureaucracy and red tape. There was the demise of our fantastic venue at Riverside Oaks because of council red tape, there was a protracted battle to try and gain access to a new facility at Western Sydney Dragway and there was the inability to get a round of the state rally champs happening because of date restrictions and we have struggled with numbers at our monthly club meetings.

It is frustrating for me because I really love this car club, I have a passion for being a part of an organisation like this, it gave me my start in motor sport, a start which has allowed me to compete in the Australian Rally Championship, race production cars and travel the world covering and being a part of rally events from classic marathons to the WRC and F1. I give NSSCC a lot of credit for that.

I love the camaraderie that I have had at NSSCC, with some exceptions particularly the acrimonious carry on that accompanied the hand over from the immediate past president and committee. I reiterate that my taking over the presidency was in the name of ensuring a future for NSSCC not for any personal aggrandisement and it has been frustrating to see the disconnect of these people who clearly had a personal agenda and not the best interests of the club at heart.

That is why I am calling on all of you to be at our AGM at the Greengate in Killara at 7pm on Monday 7th May. We need your support we need your affirmation that NSSCC matters and we want to enjoy your company on the night. Be there!

On a totally positive note, we can see the light at the end of the tunnel though and I remain positive about this club's future. We have had some great news in the past couple of weeks including finally the approval for our use of Western Sydney Dragway for khanacross, ralliesprints and other speed events. This is great news because for the first time in many years we have a venue in the heart of the Sydney metro area where we can stage club motor sport.

The other great news is that we have joined with Canberra's BMSC to jointly stage a round of the NSW State Rally Championship at our old stamping ground, Batemans Bay on Saturday 1 September. Our own Col Fletcher will be the Clerk of Course, BMSC's David Stephens who lives in the Bay will be the road director and we are expecting all of you as members of NSSCC to get behind the event come down and do a control, a road closure or be a helper and be a part of our club.

On the upcoming event calendar we have some great events coming up including a great khanacross at Ansell Park on Sunday 13th May, we have been invited to a Supersprint at Wakefield Park on Sunday 27th May, there is a khanacross planned for Sunday 23rd June (possibly at WSID) and another one planned for Sunday 22nd July and possibly one on Sunday 19th August. So mark those dates in your diary and ensure you come along to either compete or help out as an official.

Congratulations to all our club members who have been competing in events around the country. VP Brett Middleton continues to develop his Subaru Forester turbo diesel in the new Bosch ARC SUV Challenge along with fellow NSSCC member Andrew Benefield, well done boys. Charlie Drake has been doing a great things in the Bosch ARC in his Evo 9 posting a podium on day two in WA to finish the weekend fourth outright in the ARC 4WD section and he is now sixth in the 4WD Championship after two rounds, great effort Charlie.

If you have done anything in motor sport that merits a mention in Wheelspin let us know, even better write a story for the mag and let everyone know the pitfalls, the glory and the fantastic fun you had in competition.

One again, I really do implore you to come along to some of our club meetings. Obviously our AGM this coming Monday 7th May, our June meeting on Monday 2nd which will be another Show and Tell (we hope to have Simon Evans new Mazda 2 Group G2 ARC car and Neal Bates classic Celica RA40 in a workshop environment just like our successful meeting back in February), our July meeting on Monday 4th July will be a normal meeting back at khanacross and on Monday 6th August when we will have five times Australian Rally Champ and absolute legend Ross Dunkerton along as our guest speaker.

To all of you who have been coming to the club meetings and our events I thank you on behalf of the club, the rest of you get your arses into gear and join us.

All the best and see you at a club meeting or at an event real soon.

Jon Thomson President

MAXCREST RALLYSPORT AT NDDCC OBERON RALLY

Hi Crew,

Just wrap up from the NDDC Oberon "Rally Blast" Pacenote Rally, car 11 (the orange buzz box). Entry came about due to NatCap being cancelled due to weather, but I have to say a great event, we came up and had a look last year, but first time competing...Lots of fun, good vibe around the service park, compact and some great challenging roads.

Massive thanks to Jamie, Adriana and the rest of the NDDC crew for putting the event on, and of course the other volunteers in controls and road closures; a very poignant comment made by Jamie during preso, regardless of Amsag or CAMS preferred, many of the volunteers are just passionate rally people that are keen to help...Thank you to all.

Had Russel Hannah sitting in for this event due to Ray Baker being over at the Perth ARC. Recce went well, most time I'd spent in the rally car since Bathurst last year. But discovered afterwards that we had torn an inner CV boot on our brand new driveshafts.

The organisers have an interesting concept in the use of a prologue stage to determine starting order. Took it a little easy through the stage due to the damaged boot, plus for some reason the speakers in my helmet weren't working, so no intercom...A problem that we had all weekend despite swapping to the spare, which worked a little better...Something to do with the noise canceling setting in the intercom, weird...Either way, came out 12th, was hoping for better and was surprised by the pace to be honest.

Big night as I had to drive back to Sydney for a function, the boys stripped the CV at the motel. Arrived back in Oberon at about 12:30am...Thankful for the extra hour sleep due to daylight saving, and with a new boot on board. Driveshaft back in first thing and off to the start.

Set off in a commodore sandwich, first stage was much better than the Saturday prologue, but still a bit pokey and lacking confidence, great stage though! The second stage was a bit of a **** and where we lost a lot of time, only 5km but with a big uphill straight at the start we lost buckets of time to the V8s, the downhill coming back down was pretty fun though, flat in 5th for ages, 175kph+! Plus I was really weary of getting a puncture due to the slate and rough sections on this stage and meaning no spare for the long one that followed...I may have taking it a bit too easy.

The long stage was great, 38km mixture of fast shire type sections, little rough tracks and all in between. Passed VT of Ron Moore pulled over the side and passed Mark Sessions' Civic pulled over the side, the stage seemed to be taking its toll. There were obvious signs of delaminating tires and inner guards throughout.



Photo Credit: Blair Read

MAXCREST RALLYSPORT AT NDDCC OBERON RALLY

Videos on Youtube of us through the speccy points...

<http://www.youtube.com/watch?v=BjcQmW1CHyI>

<http://www.youtube.com/watch?v=w7KbIXd6XUE&feature=related>

10km from the end of the stage though we lost 2nd and 4th gears, struggled through, in the end didn't lose too much time, but lost a chance to catch some back on Russel Winks who was now the one to chase. Turned out it was just a linkage come off so fixed in service.

Back out, all good, just getting more and more confidence in the car again. Keeping it clean, avoiding punctures and driving to the end. Exhaust flange was working itself loose by the end, making us lose a little bit of much needed power, but it was certainly sounding phat! Haha

Videos of whole field Stage 3 and stage 6

<http://www.youtube.com/watch?v=iB67f6NaoSM&feature=relmfu>

<http://www.youtube.com/watch?v=a-uJQtnwaPY&feature=relmfu>

Couldn't chase down Russel for outright 2WD in the end, only 29 seconds off, but very happy with the class win and 7th O/R. It was a race of attrition and getting to the end with no punctures is a very good result, some crews had 4! Congrats to Russel and Stephen, and the other winners, (and finishers!).

Massive thanks to Russel Hannah for sitting in, (similar sounding to his normal ride by the end, Mr Troup's RX2...haha).

Thank you to Ingrid for your unwavering love and support. Arthur and Alex from Cardiff Bodyshop, they fight like the odd couple, but great service crew. Tanya and Sandy for picking up some boots for me.

Design Quintessence (Aluminium Lighting Truss, flight cases, tower lifts [Design Quintessence Home Page](#)), Show Technology, SW Motorsport, JapParts Newcastle, Belmont Radiators, Road and Race Performance Rydalmere, Frank's Pitstop Motors Summer Hill, A.S Motor Repairs Summer Hill, Penrith Light and Sound, Chameleon Touring Systems.

Dunlop tires performed flawlessly all weekend as usual!

Can't wait for the next event in Eden, and I'm sure I'll be back to compete in this one again.

Cheers,
Darren "Disco" McLanders

MAXCREST
RALLYSPORT

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"Maxcrest Rallysport"

TROOPY VS SOUTH HEDLAND ROUNDABOUT

Members Please:

I know we all love our roundabouts, typically the big ones, elongated ones and especially the figure 8 bouts, they're a real fight, but never steam 160km/hr straight at one!



You Don't have to DNF while at Work

And it is a bad idea to do 160km/h in a 60 zone!
Respect the Roundabout!

MRT ARC ROUND TWO UPDATE

QUIT FOREST RALLY, Western Australia

ARC Round Two - East Coast Bullbars SUV Rally Championship

We now have another ARC under our belt, and another round of maximum points scored!

It's great when plans work out. The second round of the Australian SUV Rally Championship (Quit Forest Rally), held in Busselton, Western Australia, resulted in our first REAL gravel event / test of our new Subaru Forester Turbo Diesel. What we learnt at the first event, we built on at Busselton and with the support of the MRT crew and locals, Maximum Motorsport, we gained two results from two heats that exceeded our expectations.

The event was a big one, big entry list, big distance from Sydney, big rocks and big amounts of FUN!

Thanks to Simon and Margot Knowles as they towed the MRT Forester from Calder to Race Torque in Perth, where their car was prepped, whilst the Maximum Motorsport team collected our car and prepped it at the same time. Then the whole lot had to be re-hitched and towed three hours south to Busselton. By this time the MRT crew had arrived. Andrew (my co-driver) and myself had a rude shock when we looked at our old pace notes, as the last time we were in Perth for a rally was in 2000, when we ran our trusty Group A Impreza Sti!!!



Thursday saw us spend all day in the forest using the Safari winning turbo petrol Forester XT of Rob Herridge (thanks for your trust Rob!). This was hard work, although a huge amount of fun in a rocket of a gravel car on lifted shocks and off road tyres!

Friday was the media day at the Busselton Super Special Stage on the coast, followed by the evening stage run in both directions. Not exactly suited to our car, but fun on worn rally tyres!

Saturday morning we ran a mixture of seven gravel stages from as short as 3km to as long as 25km. Our first real gravel run was encouraging, with our speed being about 3/4 - 1 sec per km off the pace of the big grunter 4wd WRX's, Sti's and Evo's up front.

Learning to drive the car was my main challenge as the ball bearing roads of Perth are a real test for any rally team and this was a brutal wake up! Andrew blew out his cobwebs as well, doing an excellent job reading the pace notes and being my motivator to growing our speed in our diesel car.

Late in the day we encountered a small problem with a loose boost hose. Driving a turbo diesel without any boost was NOT fun, luckily the team back at service fixed it quickly and we were back on the pace. Back to Busselton that night for another tarmac run at the super special stage and then lock up overnight.

MRT ARC ROUND TWO UPDATE

The next day we were all up early to the complaints of a growing list of people "your car is too quiet" and "we cant tell you are coming" so the plan is in place to fix this by the next event!

Basically Sunday was a repeat of Saturday, with a growing list of identical stages that helped my confidence in the car. We increased our speed to get within half a second per kilometre of our targets up front and regularly beating some other (surprised) teams close by us. The big challenge of the car is being able to slow it on tight corners and not stalling the engine. Running no ABS etc means I can lock up the wheels and throw the car around, however when it stalls it wont re-start like a petrol car and I look like an idiot, often at spectator points! Key starting the car on the exit of a hairpin corner in front of hundreds of people is not flattering!

10th outright in the ARC turbo 4wd's Heat One, 7th in Heat Two, combined with max points in SUV, showed the car had more pace than we expected at this early stage of its' development.

Knowing we now have another month up our sleeve it's time to do some more improvements to the car. The next event is the International Rally of Queensland.

http://rally.com.au/index.php?option=com_content&view=article&id=108&Itemid=69

Some of you may have noticed we tried some new updates during our time in W.A. via three daily updates from my HTC phone to Facebook, they were a little rough, but hey, they were very current!

<http://www.facebook.com/mrt.brett>

Also some other great news is that we have over 41gb of vision to use from the event. Our new team member, Ryan Jones from PureMotorsport, has already done some YouTube updates for us, with more to come!

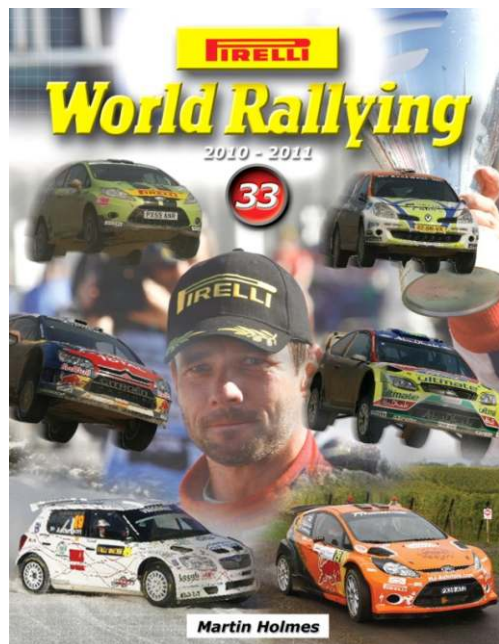
http://www.youtube.com/watch?v=q1naxV8Li0w&list=UUfZt9_HTVY7vTAzazj3LHCw&index=2&feature=plpp_video

That's it for this update so thanks for reading and continuing to follow our progress this season. Until next time.



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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A HISTORY OF RALLYING

BY PETER HAGGSTROM

Have you ever wondered how rallying began? To save you the time and effort of researching the subject I have thoroughly researched the matter myself and you will be surprised by my findings. Rallying has its roots in three ancient cultures – the Roman Empire, Egypt under the Pharaohs and ancient Greece. All three made fundamental contributions to modern rallying as will be shown below.

Let's look first at what the Romans did for rallying. You have all seen the movie Ben Hur which involved chariot races – a sort of ancient form of rallycross – but what were the technical specifications of the standard Roman chariot? Chariots had a fixed beam axle and a wheel that rotated on the fixed beam. There were only primitive bearings – brass and steel sleeves presumably liberally greased with some sort of animal fat, perhaps from goats. Indeed, the Egyptians apparently used brass sleeves to stop the noise of their chariots.

Roman chariot racing was done in the Circus Maximus - an oval track – the modern speedway. Originally there was no building, just a flat sandy track with temporary markers; spectators sat on the hill slopes on either side of the track. Gradually the area developed into a well-maintained stadium-style building with a central divider, starting gates at one end and an arch at the other, surrounded on three sides by stands (originally wooden but later made of stone). By the time of Augustus, the entire building was 620 meters long (678 yards) and about 140-150 meters (159 yards) at its widest point; its seating capacity was approximately 150,000 spectators. This was bread and circuses at its best (or worst).

The ceremonies began with an elaborate procession headed by the dignitary who was sponsoring the games, followed by the charioteers and teams, musicians and dancers, and priests carrying the statues of the gods and goddesses who were to watch the races. There were usually twelve races scheduled for a day, though this number was later doubled. At a signal, the gates were sprung, and up to twelve teams of horses thundered onto the track. The strategy was to avoid running too fast at the beginning of the race, since seven full laps had to be run, but to try to hold a position close to the barrier and round the turning posts as closely as possible without hitting them. As the race progressed, passions were intense both on and off the track

My sister, who is a Latin scholar, has translated the following account of a race involving Ferrutus Maximus and Ricardius Carius:

“Ferrutus Maximus: I knew I had the package to kick pudendum and when Ricardius turned up in the pink toga I knew it was my day. I backed it into the first corner and fed him some dirt and never looked back. I could hear this faint “doof, doof” in the background. The horses do get wind after a hot lap or two”

The Latin records show that Ricardius Carius responded to this commentary with Roman numeral I.

Roman chariots were actually quite primitive – they had no brakes, centre differentials (or any differential for that matter), no handbrakes (indeed no brakes), no turbo charging and no suspension and no gears. The Egyptians tried to get handling sorted out and used lightweight construction techniques (a precursor of carbon fibre and titanium components) to go for speed. An Egyptian scholar friend of mine has uncovered the following text from a tomb:

“ Tut: It was fully sik mate. They came down the ramps off the pyramid construction site and got a lotta air but really slowed down when they got to the sand. Some guy has this ruuully lowered camel driven job and he did the big – and I mean BIG – Syrian flick at the bottom. The slaves went beserko and did f'all next day”

The Greeks are the ones who really took rallying seriously although this is not widely appreciated. Archimedes was technical adviser to the Hellenic Homologated Goat Rally Team (HHGRT). He is responsible for the following technical advances:

- Lever chain operated handbrakes (with trailing and forwards shoes)
- Leaf suspension
- Turbocharging and a primitive water injection device

A HISTORY OF RALLYING

BY PETER HAGGSTROM

Archimedes understood torque and was confronted with a Roman rally team using elephants in a 3 km rally sprint. A Greek scholar has translated Archimedes' words as follows:

"The Romans had these big rigs with elephants – well shag my old goat– did they understeer on entry but in the 1st Acropolis Rally they creamed our homologated 4-goat teams. They had the torque to get out of the tight uphill corners really fast. This led me to design a turbo charged 4 goat team. What I did was to use tar coated balsa as a lightweight frame for the goats to limit the torque steer. I then constructed an elaborate device which hung figs and pears in front of each goat and I could regulate who got what and when. Now anyone who knows anything about goats knows that when they eat figs or pears they expel air and accelerate. My old mate Pythagoras (the rumours about him being found standing on a wine cask behind a camel are totally unbelievable) came around one Friday night and we calculated that with the right timing of fig/pear delivery we could get some turbo boost but with lag. We are still working on our EVO II Goat System which has anti-lag – it basically involves a bloody great whip."

The Greek rally reporter Petar Haggerstopoulos lodged this report of the 1st Acropolis rally with the Athens Post:

"Day 1: This was a rocky uphill section of 4 km and the Roman team of Humungous Elephantiasis started off well. Unfortunately thanks to the 8 week trip from Rome their recce was non-existent and they got stuck in one tight bit of road. The Greek team of Goats-R-For-Us were first on the road and showed tremendous pace out of the corners. "Archimedes' turbo worked perfectly" said Janis Uranus "We had the goats on the tether limiter all through the stage and the handbrake turns were fantastic".

Day 2: This was a fast down hill run and the Goats-R-For-Us team could not be faulted. However, as the light dimmed the team of Janis Uranus and his co-driver Pieros Souvlaki nearly came to grief:

"We came into this turn very hard right downhill which was rough on exit and I had it set up and then I was blinded momentarily by this huge shiny bum which reflected the moonlight into my eyes and put the goats off their stroke. We went off and lost a lot of time getting back on the road. I have never seen a bum so big and I have been to the island of Bumbos." said Janis Uranus

Final stage: The final stage was 3 laps around an amphitheatre and this was won by Janis on protest after being blinded by elephant crap at speed."

So there you are – all you need to know about the ANCIENT sport of rallying!



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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

SUBARU FACTORY STARTS PUMPING OUT COUPES AS OZ ARRIVAL FOR TOYOTA BRZ AND 86 NEARS.

Subaru and Toyota are officially back in the sports car game after the first showroom examples of their co-developed BRZ and 86 coupes started rolling off the production line at Subaru's Gunma Main Plant 80km north-west of Tokyo on Friday.

Both Toyota and Subaru versions of the car will be produced side-by-side at the factory, which has been refitted to provide the extra capacity required to build the new models.

By this time next year Subaru also plans to be producing Imprezas at the plant, which has been used to assemble the brand's ultra-compact 'Kei' cars for the Japanese market.

Subaru plans to increase its production capacity by boosting output at its plants in Japan and the US, and is exploring the addition of further facilities in places such as China and Thailand to help realise its goal of producing 900,000 vehicles per year by 2016.

The company is also aiming to reduce production costs by 20 per cent as it forges ahead with a plan to release one full model update every year for the next five years.

Attending a ceremony to mark the start of production for the highly anticipated sports car duo were Toyota president Akio Toyoda and his counterpart from Subaru parent company Fuji Heavy Industries, Yasuyuki Yoshinaga.

Mr Yoshinaga said the BRZ/86 "symbolises our corporate strategy in two significant aspects: good progress in our alliance and advancement of our 'select and focus' approach".

He described the start of production as a huge step, but promised that both Subaru and Toyota would be "constantly refining" the product and hope to "nourish each model to be loved by customers all over the world for a long time to come".

Mr Toyoda said the BRZ and 86 could not have been developed without the collaboration between the two companies.

"We started the alliance for mutual growth in 2005," said Mr Toyoda. "Now I'm delighted to see that our alliance bore fruit."

However, the alliance has not been without its difficult patches, as proved when Tetsuya Tada, Toyota's chief engineer on the sports car program, publicly hit back at comments made by Subaru Australia managing director Nick Senior at last year's Tokyo motor show that the BRZ "is a Subaru through-and-through".

Mr Tada said Subaru was initially resistant to the coupe project and that the companies clashed over the use of Toyota's direct-injection technology on the Subaru boxer engine.

He said he commissioned a proof-of-concept mule based on a shortened Liberty sedan converted to rear-wheel drive in order to get Subaru on board.

In the end, Toyota initiated, largely funded and contributed styling, direct injection and transmission components to the project, while Subaru provided the flat-four engine architecture, engineering and production capacity.

Toyota has been gaining publicity since 2009 for its version of the coupe, through several iterations of its FT-86 concept, while Subaru offered the first two glimpses of its BRZ at the Geneva and Frankfurt motor shows last year, with transparent teasers displaying only car's the drivetrain and chassis.

Subaru eventually previewed the car in beefed-up STI concept form at the Los Angeles show in November before



finally unveiling the production model - after Toyota revealed the showroom-ready 86 - at Tokyo a month later.

The 86 and BRZ are scheduled to arrive in Australia mid-year, with two variants of the Toyota expected and Subaru having confirmed only a single, highly-specified version of the BRZ will be sold here.

Toyota is hoping to pitch its version of the car at less than \$40,000 here but is fearful it may be forced to breach that price barrier when the ex-factory price is announced.

In other markets, low-cost, stripped-out versions of both cars will be offered, aimed at enthusiasts and tuners.

The Toyota version even has unpainted bumpers, ready to be replaced by aftermarket items, and both come with plain black steel wheels to suit the target market that will fit their own choice of alloy rims.

According to overseas reports, a convertible version of the 86 has also been confirmed by engineers.

Source: MRT Magazine



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DALY AND RUSS TAKE AMSAG 2011 ROOKIE SERIES

Hugh Daly and Barry Russ teamed up for the Rookie Series with their Daihatsu Charade which was in the cards for 10 years. Hugh has followed rallying in Ireland as a spectator and longed to get behind the wheel ever since. Since migrating to Australia and travelled to rallies as a spectator it was never the same with spectator points limited. Barry has had a passion for the British classics and participated in club events over the years. They bought the Charade and competed in a number of Khana cross events in 2010 and achieved a number of class wins and places fuelling the want to compete in a staged rally.



In 2011 we aimed for our first event and following advice aimed to compete in the AMSAG series as the budget was low and experience less.

The first event was Oberon which created a learning curve in the preparation and a busy week getting scrutiny clearance. On receipt of the pace notes on the night before it was our first glance on what they looked like. With some friendly advice from various organisers and competitors we came up with what we thought best, work it out on the stage. We finally got all organised and rocked up to the start 3, 2, 1 we were off which was a grassy stage but took it careful. The event was going well with only a few minor mishaps Barry delivered the notes in good time and a system was adopted within a few stages. On stage 4 we had the engine over heat and we let the car cool and got back to service. We could not find the cause and continued with spare water. We managed to complete the remaining 6 stages giving the car a top up and cooling time between stages. The longer stages were driven in 5th gear to minimise the heating but we got to the end with a 1st in the rookies and 21st Overall which was a great result. The event was great fun despite the overheating.

We commenced the repairs and carried out restoration of the cooling system which showed some issues with the next event in Forbes. We had no time for testing and decided to go for it. We were rearing to go and started on the first stage which was our first public dirt road stage. This was very different to the stages of Oberon and was exciting yet daunting with many t intersections. The gauge was red disaster on the first stage obviously the problem was not fully fixed. We let the car cool and there was no further problem on the transit leg which was 30KM we decided to drive the event keeping the revs to a minimum and using the hire gears. The 2nd stage was 40KM and we only got 30KM. We could not finish the event however got some points. We rebuilt the engine which was found to have a head gasket blown in time for the next event.

We headed for Batemans Bay which was an new experience with a big prologue at the start. We took the first stage very cautious as we were not sure if there were any more gremlins but after stage 2 our concerns had almost gone. The event was well organised and provided a wide range of stage types. We had 1 near miss where we stopped 1 foot short of a creek but other than that it was a clear run. This was our first night stage and created new challenges including setting the lights for optimum

visibility and ensuring sufficient light was available for reading the pace notes. Our first real experience of driving blind was when we caught up to the car ahead of us which we followed blindly for 10km before we were allowed past. We had a great rally finishing 1st Rookie and 34th Overall.



We were unable to compete in the last round however secured enough points to win the series. The partnership worked really well with good navigation driver combination. We were very happy in particular to be getting finishes in the top half of the field and look forward to competing again when current commitments allow us the time.

Hugh Daly.

NISSAN'S V8 SUPERCAR CONTENDER SHROUDED IN MYSTERY

The Nissan race cars to be prepped and entered by the Kelly brothers in the 2013 season of V8 Supercars will be based on a four-door model yet to be seen here.

That much is clear from just one statement made during his presentation to the local press by Nissan Australia MD, Dan Thompson.

"On the heels of [the new] Pulsar, will be Nissan lining up on the grid in the V8 Supercar championship in 2013, with... an all-new sedan," Thompson said, in the conclusion to his speech.

Some sectors of the media have speculated that the



'donor' for the race car will be the Altima. However, Altima is likely to be marketed as a mid-size car if and when it arrives down under.

More likely, Thompson's 'all-new sedan' will share a nameplate with the new C/D segment car Nissan is expected to build and debut in the US later this year. Whether the US C/D car is front or rear-wheel drive is of little consequence to Nissan's V8 Supercar plans.

V8SC Car of the Future regs do not preclude manufacturers building rear-drive racing versions of front-drive production cars. To that extent it's a situation very similar to Toyota in the US bunging rear-drive mechanicals into a race car and calling it a Camry, in order to compete in NASCAR - an analogy that Nissan's Ian Moreillon accepted when it was put to him by motoring.com.au.

"Exactly the same sort of thing," responded Moreillon, Nissan's Executive General Manager for National Sales and Fleet - and the man who has invested much time and effort in getting Nissan's V8 Supercars commitment up and running.

The upshot is that we can't say whether the production car that will provide the cosmetic framework for the race car will be large or small, driven at the front or the rear. There are no real clues to be gained from what we know of the race car. Like the Commodore, expect it to be cut and shut to suit the V8 Supercars formula.

"It's no more of a challenge than the existing cars today," says Moreillon. "With the existing Commodore, there's a number of millimeters cut out of the rear doors to get to the wheelbase that's required for racing today - before even Car of the Future.

"Car of the Future has its dimensions and specifications that every manufacturer has to comply with; we will take an existing car at that point in time and we will adapt it - through the Kellys' engineering prowess - to fit Car of the Future cage and chassis."

It's unlikely the production car will be sold here with a V8 driving through to the front wheels, although the powerplant in the race car will be a Nissan design - and that was an important element in Nissan's decision to join the series, as both Dan Thompson and the company's General Manager for media enquiries, Jeff Fisher explained.

"With the engine, we made a decision that we're not going to with the generic engine," said Fisher. "If we couldn't fit our own branded engine - our own technology - then it wouldn't have made any sense for us... So those two things together - Car of the Future and the engine - were some of the primary drivers for making that decision."

What the engine in the race car will be also remains unclear. According to Moreillon, it could be one of a number of options ranging from the 4.5-litre engine that powers the GT500 (rear-drive) racing version of the GTR, or it could even be the 5.6-litre engine that will power the next-gen Patrol (pictured).

"The next announcement will nail the engine down," says Moreillon. "We have options of engines. We've got a 5.7-litre, 5.6-litre, we've got a 4.5-litre - we've got all sorts of things in V8s around the world..."

What seems likely is that the production model will be sold in Australia, presumably as a successor to the current Maxima. The Maxima sold fewer than 2000 units last year (1973, up 206 on the total for 2010). Although the current model has consistently enjoyed sales growth, year on year since its introduction, Nissan Australia will probably expect a replacement to improve markedly on the Maxima's performance in the market.

And associating it with Australia's highest profile motorsport category seems like a good way to set about doing just that.

Source: MRT Magazine



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