



NEXT MEETING

**Monday 5th
August 2013**

Roseville Memorial Club

Pacific Highway

Roseville

7:30 pm

Dress Requirements

Shoes, Socks and Shirt.

No thongs

Website

www.nsscc.com.au

Membership Enquiries

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0410 892 292

secretary@nsscc.com.au

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Wheelspin

AUGUST

VOLUME 11

North Shore Sporting Car Club's 60TH ANNIVERSARY CELEBRATION

*7pm, Saturday, the 21st of
September 2013*

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and make sure you are there to be part of history.*

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FROM THE PRESIDENT'S DESK

It's been an eventful couple of months in the life of the club with our scheduled date for the Kumho rally of the bay back on 29 June becoming the victim of a massive mid winter downpour that washed out any chance we had of running the rally on that weekend.

The good news is we have found a new spring date for the Rally of the Bay on Saturday 19 October, so quite literally every cloud has a silver lining. Let's hope that those clouds aren't around come the third Saturday in October. The team has put in so much effort and work to make this the best rally in the NSW Championship and Ian Bigg along with Col Fletcher as well as Howard Grove are to be congratulated on the work they do on the original date and the ongoing effort to get our new October schedule on track as well.

I have been out of the loop for the past few weeks as I took the opportunity to escape and take some time off on a terrific road trip with my wife. We covered close to 4000km across southern NSW, Victoria - including the Great Ocean Road, the Mallee and Mildura, Mungo National Park and Broken Hill – we felt like grey nomads without a caravan! It was a great trip but now it's back into the fray with a lot of work to do in the coming months.

I was also fortunate to again attend the fantastic Finke Desert Race in June and witness our own Bruce Garland in his Isuzu DMax tackle the track. You can read my story elsewhere in this issue.

Also congratulations to Molly Taylor for her performance in the European rally Championship so far in her Citroen R3, you can also read about her exploits in this issue.

As well as the Rally of the Bay being run in October we have our Club 60th anniversary celebrations to be held at the Pickering Pavilion at St Ives Showgrounds on Saturday, 21 September. It will cost \$75 for what will be a great evening of fun, memories, music, cars, food and a few good wines and beers. We have one of Sydney's best new food trucks as our caterers serving yummy mungers, a great little three piece band playing hits of the 50s, 60s, 70s, 80s, 90s and now, we are producing some great little video segments on each of the decades and will have some great cars on hand from each of those six decades we have been in existence. You need to tell your friends and get as many people along on the night as is humanly possible. There is a form in this month's Wheelspin, fill it in and get it back to us so we can get our planning happening.

A few weeks before that we are endeavouring to have Kevin Bartlett, Bathurst winner, Gold Star Champion, one time rally driver, brave F5000 legend, inventor of the Lola limp and overall great guy. As a one time NSSCC member Big Rev Kev will be a compelling speaker at our September meeting and we will confirm his attendance in the next week or so, in the meantime tell your mates, mark Monday 2 September in your diaries and make sure you are at the Roseville Club for a great night with a motor sport icon.

This month our August meeting will be worth being at with some great rally videos and some really fabulous door prizes and raffles so please make an effort and come along this Monday night to Roseville Memorial Club, Pacific Hwy Roseville this Monday 5 August from 7.30pm. The club has a great chef and the food is fantastic so come early, dine, have a beer or a wine and enjoy a night out, 4 CORNERS and Q&A are on every week NSSCC meetings are but once a month.

We are also planning some more kharacross between now and the end of the year so keep your eyes on your emails and in Wheelspin for notice of these great events.

Have a great month and drive safely.
Regards

Jon Thomson
Club President

HYUNDAI i20 WRC STARTS SERIOUS TESTING



Hyundai Motorsport has taken the i20 WRC out of the workshop and onto the road for the start of its testing programme. The latest specification car ran for the first time during a shakedown on a private testing ground in mid-May. With the aim of checking the car's systems as the team ramps up its test schedule ahead of an entry in the FIA World Rally Championship in 2014, Hyundai Motorsport's technical team completed the roll-out without encountering any particular issues.

This shakedown was followed last week with the first comprehensive testing session where the team started working on different set-up solutions and gathered valuable

data which will be analysed by engineers back at the Hyundai Motorsport facility in Alzenau. While all key areas of the car's performance were evaluated, there was a major focus on collecting feedback on the i20 WRC's 1.6 litre turbocharged engine as part of the continuing development programme for the powertrain.

A total of 550 kilometres covered over the three days has enabled the team to start building the knowledge base of testing data from which to prepare its entry to the WRC in eight months' time.

With an ambitious target to meet in a short period of time, the intensive testing programme is intended to ensure that Hyundai Motorsport arrives at Rallye Monte-Carlo in January fully prepared for the challenge. The programme will continue for the rest of the year and will involve the assessment and development of the i20 WRC in all of the terrains and conditions expected in World Rally Championship.



"The car we are currently testing was originally designed by our colleagues in Korea at the Namyang R&D Centre. It has then been developed and prepared in Alzenau by the team which is growing constantly day-by-day" explains team

boss Michel Nandan. "We have an intensive testing schedule for the rest of 2013 which will take us to different venues across Europe, to evaluate the i20 WRC in different conditions and on different terrains which reflect the variety of circumstances we will encounter in the World Rally Championship next year. We are not disclosing our specific test venues or the names of the various drivers we will have but we will ensure that every aspect of the car's performance is put to the test and thoroughly evaluated without leaving anything to chance."



A PROBLEM SOLVED FOR ALL THE MOTORSPORT DRIVERS AND CO-DRIVERS

A problem solved:
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Those who compete in the world of motorsport know well that one of the problems during the race is to store in a safe and secure way glasses, mobile phone, wallet, papers, cigarettes, some medicine, etc., which are usually needed by the driver and codriver.

From this need comes a comfortable bag that can be easily and quickly applied to the roll cage, at the side of the door, of the competition vehicle and which can then easily be transported thanks to a large shoulder strap.

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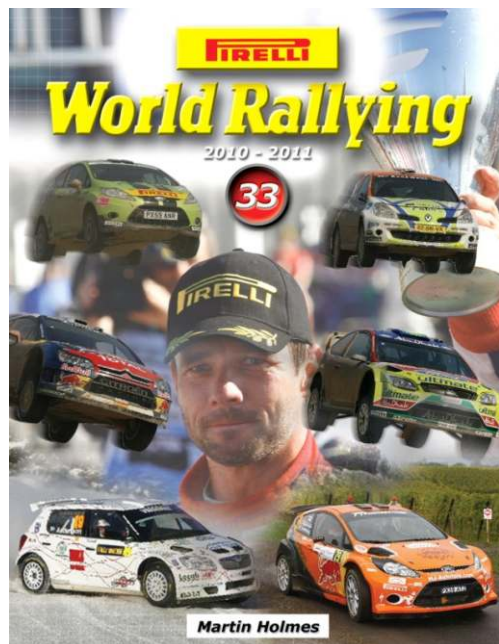
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PIRELLI WORLD RALLYING 33

2010-2011



ISBN:	978 0 9545433 9 6
AUTHOR:	Martin Holmes
PUBLISHER:	Martin Holmes Rallying
PUBLICATION DATE:	25 November 2010
SUBJECT:	Sport (Motor Sport)
BIC CODE:	WSPG
SPECIFICATIONS:	HB 196 pages 275 mm x 210 mm 4 colour cover Over 400 illustrations, 13 maps

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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MOLLY TAYLOR ROUNDS UP MAXIMUM POINTS IN ROMANIA

Australian rally driver Molly Taylor remains on track to become the first European Ladies Champion after gathering maximum points in Sibiu Rally Romania.

The young Sydneysider and her British co-driver Seb Marshall had a challenging weekend in the event which is well known as a car breaker. Based around the beautiful city of Sibiu, 215km north-west of the Romanian capital of Bucharest, the rough and dusty roads and high temperatures made the weekend very tough out on the forest stages.

So demanding were the conditions that at the end of the first leg, Seb Marshall reported that the forest looked more like a car park – “with damaged cars littered everywhere”.

Early on Day One, Molly and Seb were wondering if they might be joining the retirement list after the steering rack failed on their United Business/BP Racing Citroën DS3 R3T.

That meant Molly drove for 20kms without power steering on a difficult, narrow and rough stage. The pair lost five minutes on the stage but were happy to make it back to service to have the rack repaired, after Molly had fought the car all the way.

“I had serious arm pump driving through that stage, it was probably the toughest thing I have ever done, and in very hot and dusty conditions, too. On some stages vision was really difficult too – it was like driving in fog and we had to take extra care to drive around the rocks. They were being pulled out onto the road by the cars ahead of us.”

There was another drama for the duo near the end of the event when they had a puncture and had to stop to change the tyre, costing them even more precious time.

Still, the crew focussed on making it to the finish, their clear goal being to drive as cleanly and consistently as possible to gain maximum points for Molly's tilt at the inaugural Ladies' title. After this past weekend she is second in the tally, just one point away from leading the chase with four more events still to run.

“It was a really tough event, particularly when we lost the power steering,” Molly says.

“We had to work very hard over the weekend but I wasn't going to let it beat me. A big thanks to the guys at BP Racing – they put the car back together at every service and kept us in the event.”

With several years of experience at international level rallying, Seb has experienced some tough events and totally agreed with his driver's assessment of the gruelling test they came through.

“It was one of the hardest rallies I've ever done, rivalling Cyprus 2010 for physical and mental challenge. The stages were so rough. The car took a beating but the guys at BP Racing did a super job as always and Molly remained cool under massive pressure to get to the finish.”

Taylor and Marshall are tackling eight rounds of the European Rally Championship, with second in class (2WD) in Corsica and a stage win the highlight of the year so far.

Next event is the Barum Czech Rally (Czech Republic, August 30-September 1), Croatia Rally (September 26-28), Rallye San Remo (Italy, October 10-12), and Rallye International du Valais (Switzerland, November 6-9). All the events are covered by Eurosport.

Taylor and Marshall will miss an event in Poland when they compete with a privateer Ford team in the Australian world championship round at Coffs Harbour (September 13-15).

The ERC entry list includes drivers such as former F1 star Robert Kubica as well as WRC regulars like Francois Delecour, Jan Kopecky and Freddy Loix.



I FINKE, THEREFORE I AM

Its 226 kilometres from Alice Springs to the tiny settlement of Finke on the banks of the dry river that it shares its name with. It just so happens that it is 226 of the toughest, hardest and roughest kilometres you could imagine and every June Long weekend hundreds of motorcyclists, quad riders and off road racers gather in the Red Centre for the annual dash to and from Finke.

Welcome to the Finke Desert Race, an annual torture test that has been compared with a 452-kilometre plane crash, combining thousands of corrugations, bulldust, jumps, high speed and an unpredictable nature that has caught out even the best over the past 38 years.

It started back in 1976 as a wager between three mates, each betting that they could get to Finke and back fastest, Damian Ryan in a four wheel drive, Barry Taylor in an off road buggy and Geoff Curtis on a bike. The idea attracted 55 bike entries for a race that was simply called "There and Back". The four-wheel vehicles weren't official starters but Geoff Curtis not only won that bet but also took the first King of the Desert crown on his Yamaha 250.

From that little local race the Finke has grown to become race that stops Central Australia every June. Just try getting a restaurant table in Alice across the weekend, "Sorry mate its Finke weekend!" is the response you mostly hear. The shelves at super markets have big gaps with locals stocking up for a camping trip down the track to spectate and the Alice Springs Dragway is packed with teams and fans eager to be a part of a phenomenon that the locals call the 'Bathurst of the Bush'.

But really this is nothing like Bathurst, its more like an Aussie version of the Baja 1000 with cars, bikes, quads and buggies as well as those who ride in and on them taking a beating that Bathurst crews could only imagine in a bad nightmare!

So how does an off road race - the like of which barely raises a ripple of awareness in other parts of Australia - come to attract one of the biggest motor sport fields in the country? It's a question not easily answered but when you drill down it has a lot to do with sheer enjoyment and the challenge.

In a place where there is a lot of worth placed in toughness, the Territorians greatly admire people willing to put their machines, and often their bodies on the line in the name of challenging the 'track'. It attracts competitors from all over the land including the legendary Bruce Garland who was tackling his 14th. 'The Goose' has done it all, including challenging the mighty Dakar, as well as winning a Round Australia Trial and several Australian Safaris, but reckons the Finke is as tough a challenge as any of them, just shorter and far more intense.

"The thing is that as the event unfolds the corrugations get bigger, the whoops get steeper and deeper and the hazards amplify as the field races down the track," says Garland.

"Then on Monday morning after the bikes have also raced down there you head back hitting all the same bumps and jumps only the sand has been pushed to the other side and everyone of them hurts," he adds.

"The cars and the bikes just take such a huge pounding that it really is one of the world's biggest motor sport challenges," he added.

The roughness and toughness of the Finke is such that few people campaigning conventional utes or four wheel drives, like Garland's diesel powered Isuzu DMax can come near the Trophy Trucks and imported high tech US built buggies, which have dominated the race since four wheel vehicles were allowed in back in '88. Garland finished on the podium in a Mitsubishi Triton back in 1990 and this year brought the DMax home in 37th outright from a field of 99 starters, taking third in the Xtreme 4WD class and coming home as the first diesel.

In a field of close to 100 four wheeler a fair swag of them were highly advanced and expensive US manufactured Buggies and Trophy Trucks with more than 30 of them costing upwards of \$400,000 each, some kind of an investment for what circuit racers might consider a bunch of back country dirt lovers.

At the front of the 99 four wheel starters was the Cadillac V6 powered Racer buggy of South Australian Hayden Bentley, who became only the second car driver to take the outright honours in the Finke on his own. Bentley completed the event solo in what is a herculean effort, reading the road with no one to prompt you about hazards and distances etc. The myriad sandhills, gullies, washaways, jumps along with wildlife and livestock combining to make the race difficult enough for a two man crews and even harder with one set of eyes

'It is the only time you'll see a Bentley win the Finke,' said one wag at the finish.

It had been a long time between drinks for Bentley, but six years after his first Finke victory, the Port Pirie caravan park owner was again able to savour the victory champagne, only this time he chose to drink alone!

Bentley covered the 452 km track to Finke and back in a total time of 3hrs 42mins 38secs, almost four minutes faster than his nearest rival, the Renschs, son Shannon and father Ian who brought their Jimco Nissan buggy home in second. That is an average of just a shade under 125 km/h. It would be hard enough averaging that sort of speed on a smooth dirt road let alone one that is as deeply rutted and hazardous as the Finke

Bentley may have blitzed the field on the run from Alice Springs to Finke on day one but the return leg became a nail biting affair as the Racer buggy powered by a 3.5 litre turbocharged Cadillac V6 engine started to succumb to the conditions in the final run to the flag at the race they call the 'Bathurst of the Bush'.

"It looked like I was going to get a fast and relatively easy run after Beau Robinson rolled his Trophy Truck about 20 kilometres from Finke on the return but then about 60 kilometres from Alice I started to hear noises and had to back off," said Bentley.

"The problem was a rapidly deteriorating constant velocity (CV) joint and I actually crossed the line at an extremely slow pace," he added.

Despite the problems it didn't seem to handicap Bentley too much with the return leg taking him just three minutes longer than his blistering first leg to Finke on Sunday.

Victorian Shannon Rentsch chased Bentley in vain in his Jimco 3.5 litre turbo Nissan powered buggy stopping the clocks with a total event time of 3 hours 46 minutes and 25 seconds, just 3 mins 47 secs behind Bentley after 452 kilometres of flat out driving.

"We had a very good run and were pleased to be back on the podium after not having finished the Finke for the past four years despite having won back in 2005 and 2006," said Ian Rentsch.

Another Finke veteran Mark Burrows with co driver Colin Hodge brought their Nissan powered Jimco home in third place another 3mins 39 secs behind the Rentsch machine. It's been ten years since Burrows won the Finke but he has taken second twice since then in 2005 and 2009.

The results underlined the value of experience on the Finke, drivers who have the ability and grit to win the Finke often go on to become multiple winners.

Four-wheel contenders had a tough weekend with a trail of broken cars littered along the 452km course, with many of the highly fancied contenders forced out on the first day or even before. Pre event favourite and reigning race champion, Brad Gallard failed to make the start after engine problems in Saturday's prologue, while both the Peter Kittle team Jimco Toyota buggies crashed out in the run to Finke on day one, Andrew Kittle cleaned up a herd of cattle severely damaging the front suspension while brother Matt had a massive rollover on a sand dune. Both brothers were OK, but the same could not be said for the cattle!

The force with which Kittle hit the beasts caused a couple of the cows to hit other members of the herd so hard that it killed five of the unfortunate bovines. That says a lot about the sort of hazards drivers face on the Finke

Dave Fellowes, normally a regular Kittle Team driver, had hoped to run the team's new Toyota Trophy Truck but was forced to borrow a Nissan powered Jimco buggy from the Rhodes off road team at the last minute Fellowes however was forced out just 20km short of Finke when the car's CV joints failed. Highly favoured Perth driver Travis Robinson was also sidelined with a broken ECU in his Nissan Buggy just 35km from the start on Sunday.

The high attrition rate was reflected in the fact that only 47 of the 99 entrants made it down to Finke and back to Alice underlining just how tough this race really is.

If the car guys are tough then the bike and quad riders are pure ironmen.

The bike field, normally up around 500 starters was a little depleted this year, with a rich enduro series in WA taking some of the riders away from the Finke, leaving just over 433 starters, a still respectable field for an event that sees many riders finish in the back of a helicopter on the way to the medical centre.



In the end, Todd Smith from Condobolin claimed his first King of the Desert crown after beating off a determined challenge from younger brother Jacob making it the first time two siblings have shared the podium at the Finke race 38 years.

Where once the bikes outpaced the cars, advances in suspension technology and the incredible wheel travel built into the buggies and Trophy Trucks means the leading four wheelers easily outpace the two wheel and quad riders with Bentley doing the race 20 mins faster than Todd Smith.

Todd's victory brought Honda its 20th win in the Finke race, a better than 50 per cent strike rate for the Japanese factory which has had to play second fiddle to Austria's KTM for the past four years.

Riding his Honda CRF450R Todd was fastest on both legs completing the return to Alice in a total time of 4 hrs. 2 min 8 secs. while brother Jacob on his similar Glenn Hoffman Racing Honda finished 3 mins 55secs behind his teammate.

In an impressive Finke debut Newcastle NSW Yamaha rider Josh Green took the final podium spot on his Yamaha YZF450 just 1min 39 secs behind Jacob Smith.

If you wanted further proof of just how tough Finke champions are then you need look no further four-time Finke winner, Ben Grabham. Grabham finished 11th overall on his KTM in what was his comeback ride after recovering from breaking his back in a race accident last year. That would have had most people thinking twice about attacking 452km of challenging desert track at race pace but Grabham is made of sterner stuff and was determined to get back on that bucking bronco of a bike and ride it all the way home.

In two years time the Finke will celebrate its 40th running and if the festivities and interest in this remarkable event has been high in past years it will go off the Richter in 2015.

It may not be every motor sport enthusiasts cup of tea but for those that find the genteel surrounds of a tarmac race track a little effete in its nature the Finke is a touchstone with an appeal that is contagious, full of human interest, grit and determination, not to mention that Territory toughness that is so admired in Red Centre. If you get a chance get to Alice on the June Long Weekend and see for yourself just how infectious this extraordinary event really is.

Photos and story by Jon Thomson

MAXCREST RALLYSPORT

With a State 2WD Championship under their belt, a new car and the Australian leg of the World Rally Championship happening on their favoured Coffs Coast roads, Maxcrest Rallysport are gearing up for a huge September. We'd love to extend the opportunity for the support of the team, so we can take on the world's best.

Packages are flexible and even small contributions are appreciated.



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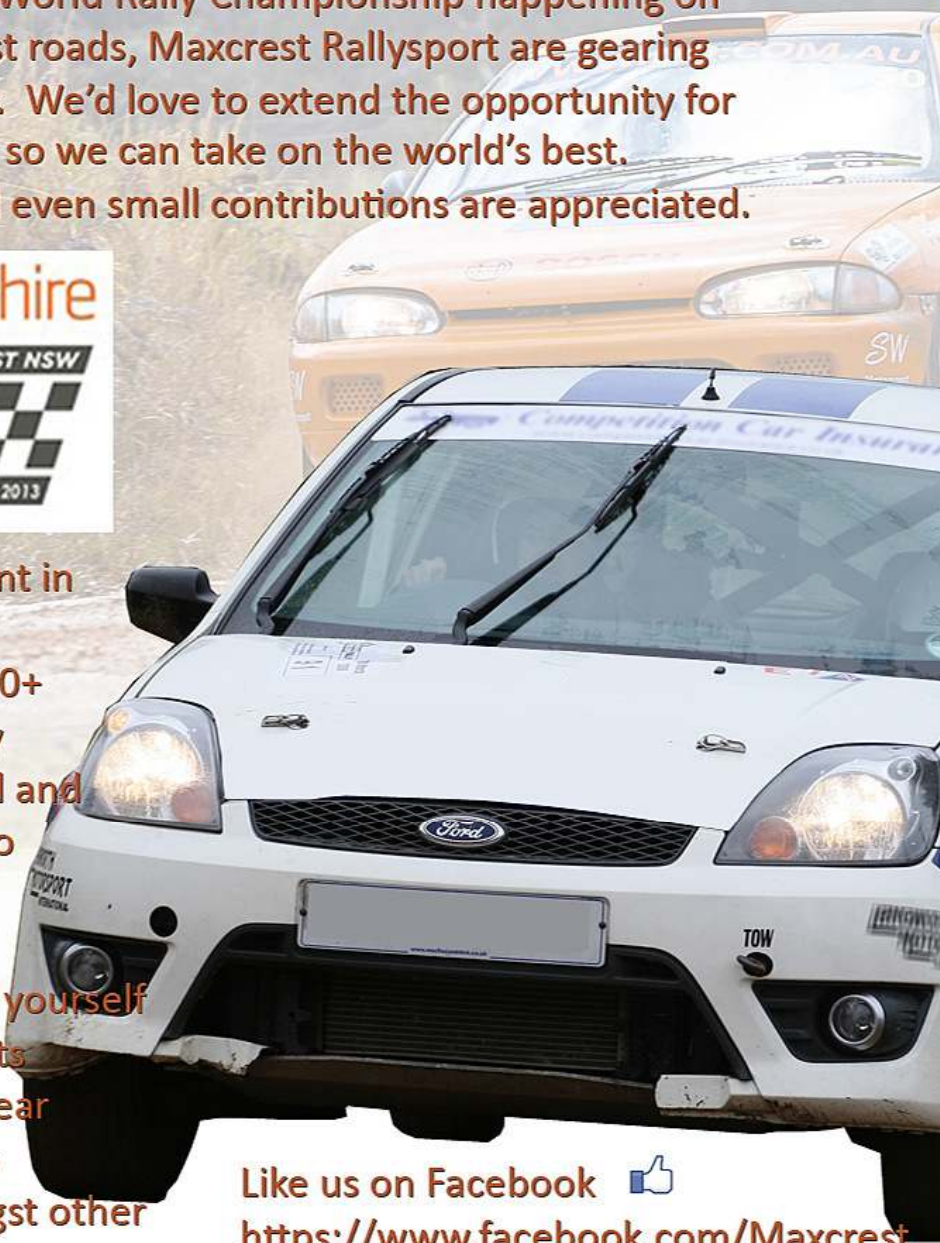
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2013 NSSCC Motorsport Calendar

10 March	Hampton Khanacross
14 April	Hampton Khanacross
19 May	Wakefield Supersprint
26 May	Colo Dirt Circuit
2 June	Nirimba State Khanacross (Thornleigh Car Club)
29 June	Kumho Rally of the Bay Batemans Bay
12 - 15 September	Rally Australia Coffs Harbour
21 September	NSSCC 60 th Anniversary function
20 October	Hampton Khanacross
10 November	Hampton Khanacross

HYUNDAI GENESIS PIKES PEAK RACECAR

Can Hyundai's new 671kW sports car beat Sebastian Loeb's insane 643kW Peugeot 208?

Hyundai has revealed its insane Pikes Peak sports car, but will face stiff competition at one of the most prestigious – and oldest – motor races in the US in 2013, the treacherous Pikes Peak International Hill Climb.

US-based driver Rhys Millen broke the overall record for the perilous 20 kilometre 'race to the clouds' in 2012, driving a Hyundai Genesis Coupe to a time of 9:46.164. He plans to return in 2013 driving this even more insane Hyundai Genesis PM580T car in the 'unlimited prototype' class.



The car is powered by a 671kW turbocharged version of Hyundai's 4.1-litre V6 engine that belts out a spleen-smashing 1085Nm of torque. The force-fed mid-mounted six-cylinder engine drives through a five-speed sequential gearbox, and the whole kit and caboodle weighs 861kg.

It runs Hankook tyres and Brembo brakes and though Hyundai hasn't released performance specifications, expect a 0-100km/h time of "OMG" and a top-speed of "Say what now?"

Despite Hyundai's new weapon, it's up against the world's most successful WRC driver, nine-times world champion Sebastien Loeb. The rally hotshot is driving a custom-made Peugeot 208 T16 race car running a 643kW twin-turbo V6 engine churning out 882Nm of torque.

It accelerates from 0-100km/h faster than an F1 car...

Nevertheless, Hyundai and Millen will be looking to defend their title against the Gallic assault with a car that looks every bit as potent as the Peugeot. Hyundai's trump card will be that New Zealand-born Millen is no stranger to the Pikes Peak hill climb, having competed in the event for 15 years, setting various class records along the way.

The race contains 156 corners and challenges car and driver like few other races. One wrong move can result in more than just the end of the race.

The lack of oxygen at the finish line (more than four kilometres above sea level) can also sap as much as a third of vehicular power – that means roughly 220kW drained from the hardcore Hyundai and Peugeot machines.

The start line for the 20km race – similar in distance to a lap of the Nurburgring – is located at an altitude of 2862 metres (9390ft) and the finish line is a staggering 4300 metres (14,110ft) high, and often dusted with sleet and snow.

The 91st running of the Pikes Peak International Hill Climb in 2013 will almost certainly see records broken as it's the first time the entire course has been fully sealed. In the past there were several dirt and gravel sections, which often caught drivers out, in the worst cases sending them plunging off the side of the mountain.

Pikes Peaks has several car, motorcycle and quad racer categories, but who do you think will win the premier car class – Peugeot or Hyundai? Have your say in the comments below and stay tuned to motoring.com.au for coverage of the high-risk race, taking place between Monday June 24 and Sunday June 30.

Peugeot 208 vs Hyundai Genesis

Power: 643kW vs 671kW
Torque: 882Nm vs 1085Nm
Weight: 875kg vs 861kg
Top Speed: 240km/h vs TBA



TYRES - KUMHO INTRODUCES AFFORDABLE PASSENGER CAR TYRE

Kumho has introduced to the local market what it calls a "modestly priced" tyre for small cars. Named Sense KR26, the new tyre is a development of the Kumho Solus and is specifically aimed at popular models such as the Mazda 3, Hyundai i30, Toyota Corolla, Hyundai i20, Toyota Yaris, Holden Cruze, Honda Jazz.

"The best selling cars in Australia are all small to medium size and the Kumho Sense KR26 is an affordable quality tyre for the most popular passenger cars on the Australian market," says David Basha, National Marketing and Training Manager for Kumho Australia.

"It's no secret that motorists don't like replacing tyres and the Sense KR26 means car owners won't have to compromise quality when choosing a more affordable tyre for their economy cars. The goal has been to provide a superior tyre for a competitive price and the Sense KR26 has achieved that."

The new tyre features a symmetrical tread design and offers increased stiffness to reduce tyre wear, which is also enhanced by curved lateral grooves that also help channel water away from the tyre to lower the risk of aquaplaning. Kumho claims that the Sense KR26 also rides quieter, thanks to OPST (Optimal Pitch Sequence Technology).

As can be viewed at www.carsales.com.au



BARUM RALLY WILL BE A DECISIVE MOMENT FOR AUSTRALIAN MOLLY TAYLOR

Molly Taylor codriven by Seb Marshall, on their Citroen DS3 R3T in the unmistakable United Business livery, will be at the start of the Barum Rally, eighth round of the European Rally Championship.

The town of Zlin, in the Czech Republic, will be the new scene where the strong Australian lady driver will compete, from August 31st to September 1st, will compete against some of the best drivers taking part in the European Championship.

"After the positive result obtained in the Sibiu Rally in Romania, especially with a view to the ERC Ladies' Trophy, I face Barum Rally as calmer but with the utmost determination - says Molly Taylor - I am really happy to be at the start of this race, rich in tradition and that everybody describes as being wonderful for the public, but extremely challenging from a technical standpoint due to the particular roads. Once again it will all be new for me, but I am used to it, it is clear that having never done this event I will have to drive with great care, in this case too the goal is to finish the race. Unfortunately, my situation in the championship had become complicated after the retirements in the Azores and in Ypres, now after the good result in Sibiu the standings have improved. Pier Liberali, my manager, always tells me that to win you first need to get to the end of each rally, often without taking risks. For a driver, not being able to push a maximum is sometimes frustrating, but I share the concept and understand the commitment and efforts of United Business to help me achieve the best possible result, they allow me to compete which is something great and I am happy and proud to be managed by this company. At the Barum Rally Seb and I will be present with great satisfaction and will give it all we've got in every metre of special stage. I owe it to the team, to United Business and to all those who this year are allowing me to take part in the European Championship".

The European Rally Championship is always more lively. The Barum Rally will open the "warm" and final part of the season and this young Australian girl wants to be the star!



Name Molly Taylor
Occupation Rally Driver
DOB 6th May 1988
Height 169 cm
Weight 56 kg
Hometown Sydney, Australia
Currently Living Italy
Rally Debut Rally Of The Manning Valley 2005

Career Highlights:

2013

FIA European Rally
Championship Campaign With
United Business

2012

Signed With United Business
Rally Management
3rd Place R3 Category Wales
Rally GB
World Rally Championship

2011

Pirelli Star Driver - World Rally
Championship Academy
FIA Women In Motorsport
Commission Driver
Representative

2010

British Ladies Rally Champion
3rd Place Citroen Racing Trophy
International Rally Drivers Club
Most Improved Award

2009

Australian Motor Sport
Foundation International Rising
Star
British Ladies Rally Champion
Greenlight TV Star Performer
Award

2008

Australian Formula 1600cc Champion
1st Place 2WD Australian Rally Championship

2007

Australian Formula 1600cc Champion (Youngest Ever To Hold Title)

2006

NSW 2WD & 2L Rally Champion
CAMS NSW Young Achiever Of The Year Award



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