



NEXT MEETING

**Monday 6th
May 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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Rally Championship

Wheelspin

MAY VOLUME 11

*A REMINDER THE MAY CLUB MEETING WILL
BE AT THE NEW VENUE: ROSEVILLE MEMORIAL CLUB,
64 Pacific Hwy Roseville (02) 9419 6849*

15 April 2013

NOTICE OF 61st ANNUAL GENERAL MEETING OF THE NORTH SHORE SPORTING CAR CLUB

to be held at

**ROSEVILLE MEMORIAL CLUB
PACIFIC HWY ROSEVILLE**

on

MONDAY 6TH MAY 2013

ALL MEMBERS ARE INVITED TO ATTEND

AGENDA FOR 61ST AGM

1. To receive and, if thought fit, confirm the Minutes of the 60th Annual General Meeting held on 7th May 2012.
2. To receive, consider and, if thought fit, adopt the Profit and Loss Account, the Balance Sheet and Reports of the President, treasurer and the Auditor for the financial year ended 31st December 2012
3. Nomination and Election of Office Bearers for -

President

Vice President

Club Captain

Secretary

Treasurer

CAMS delegate

General Committee

4. General Business

By order of the Committee

James Stroud

Secretary

March 2013

For further information visit www.nsscc.com.au



Roseville Memorial Club

North Shore
Sporting Car Club
will be holding its
61st AGM at the
Roseville Memorial
Club, Pacific Hwy
Roseville



www.nsscc.com.au



FROM THE PRESIDENT'S DESK

As we prepare for another Annual General Meeting for North Shore we are also about to embrace a new venue for our club meetings at the Roseville Memorial Club, a fantastic new venue that we feel will better suit our club meetings and needs.

I have to say the people at Roseville Memorial have been fantastic and very co-operative, welcoming NSSCC with open arms for our traditional first Monday of the month meetings. So next Monday when you climb in the car to head to our AGM, don't head to the Greengate, head further down the highway to Roseville Memorial Club, it is on the highway, near the station but on the western side of the Highway.

The Club has a great bistro and plenty of cold beverages on tap so get there early do some socialising and have a chat with other club members before we move into the meeting room (which is adjacent to the bar/bistro) for the AGM.

It's been a busy month for us all with another khana at Hampton in the middle of the month, although it was poorly supported and we would have liked more competitors we did have a great day. Craig Stallard and his son had another interesting day in the now badly battered Escort, which again suffered another rollover while Steve and Kris Muller gave the VW Golf a fair workout at the fun layout.

Our next Hampton khana is now not until 20 October with the final khana scheduled for 10 November. Our next event is a dirt circuit at Colo on 25 May so get the cars out get motivated and get up the Colo Road to have a great day in the dirt at this terrific venue that has improved dramatically in recent times. We need you there so get along, tell your mates and make sure you're there!

Next Monday is our AGM we need you there to vote and be a part of the meeting as we look to shape the future of the club so please make sure you come to the Roseville Memorial to be a part of it.

Don't forget also the Kumho Rally of the Bay on 29 June. The club needs your help as an official; there will be all sorts of jobs to be done for this our headline event for the year. We have been fortunate enough to pick up a grant from the NSW Dept. of Sport and Rec, which will help with the rally bottom line, and Kumho Tyres is again our naming rights sponsor. Contact Howard Grove if you can come down to Batemans Bay and help out across the weekend.

Also on the Friday evening 28 June we will be staging our annual rally dinner at the Bay Waters Resort with our special guests Neal Bates, Wayne Bell and Ed Mulligan, three of Australia's rallying legends. Stay tuned for details and we will get them to you but make sure you are down in the bay for Friday night and this very entertaining evening.

Finally don't forget to mark down our 60th birthday celebrations on 17 August. We are planning a fantastic evening full of fun and history at a venue on the North Shore. It will be a great way to celebrate six decades of operation for the NSSCC, so make sure you are there.

Till next month
Jon Thomson

48° SATA RALLY ACORES - THE AUSTRALIAN MOLLY TAYLOR READY TO DEBUT IN EUROPEAN RALLY CHAMPIONSHIP 2013

It will be the fascinating stage of the Sata Rally Acores, the first rally of the 2013 season for Molly Taylor. Monday, April 22, has been a day of pre-event test, very challenging for the Australian fast female driver of United Business. Molly, with his English co-driver Seb Marshall, has run many kilometers of testing with the Citroen DS3 R3 with Yokohama tyres.

This is the debut rally in 2013, on Monday you have run the tests pre-event, how was your day?

Firstly it was a great feeling just to get back in the car after a long break. The conditions were quite difficult, wet, narrow and slippery with low visibility, but this was perfect for our preparation as it is likely that we will have these conditions on the rally.

For the first time you run with the Yokohama tyres, what's your first impression?

This test was also our first opportunity to test the Yokohama tyres and we were impressed with their performance, especially in the tricky conditions. Because the roads are so narrow it is important to have a direct feeling with the car, which the Yokohama's were able to provide. I feel that the car is working very well with the tyres and we have a good set-up going into the rally.

You've come to the Azores a few days ago, do you like the island and what is your impression about rally atmosphere that you breathe?

The island is stunning! The scenery is beautiful and everybody is very supportive of the rally and excited to be involved. I think the rally itself will be quite a challenge due to the nature of the roads which are very fast, narrow, steep and on quite a soft slippery surface. They are predicting a lot of rain for the weekend which will keep things interesting.



This rally will also be broadcast "live" by Eurosport, an opportunity to make known rallies more and more, do you consider important that the ERC has a promoter so active on television?

The media coverage provided by Eurosport is a crucial element for increasing the profile of rallying worldwide. The television coverage is one of the most effective ways to bring the action to a large audience and the live element really raises the excitement for the viewers. Back in Australia my family and friends will be able to watch me competing live, on an island on the other side of the world, its pretty incredible when you think about it like that!

The young Australian is ready for the first test of her 2013 Season, aware of the technical resources that have been made available and proud to participate in the European Rally Championship, in which she will be the protagonist in rallies that have written the history of this beautiful and fascinating sport. In the afternoon of Thursday 25 April, with the dispute of the first special stage, the Coroa da Mata, until Sunday, April 28th, in the evening after more than 240 km of PS, with the dispute of the 19th and last special stage, the Tronqueira, Molly Taylor and Seb Marshall, will be able to prove their worth, with an implacable judge. The chronometer!

PEUGEOT REVEALS WILD PIKES PEAK RACER



Peugeot Sport has shown off the new Pikes Peak specification 208 T16 that it will run this year at the famous Colorado hillclimb.

Although its exterior styling resembles that of the production model, the Peugeot 208 T16 Pikes Peak has a tubular steel chassis and is powered by a V6 engine used in restricted form in a Le Mans Prototype. This engine has now been tuned to develop 800bhp.

"Its proportions are very different to those of the production 208," observes Michael Trouvé who is in charge of silhouette design at Peugeot's Styling Centre. "This difference gives it an almost beast-like appearance. Peugeot Sport provided us with a number of technical constraints, such as the width, body height, location of the wheels and engine, and we worked to this brief to produce an extreme take on the 208."

The work of Michael Trouvé and his colleague Attila Bocsi has resulted in a car with a unique stance. "The cars which represent the brand in motorsport have always tended to feature sculpted forms which combine style and aerodynamic efficiency. The 208 T16 Pikes Peak is no exception, and it incorporates all the distinctive hallmarks of the 208 which itself marks a new generation of Peugeot design," says Michael. "I am very proud to have played a part in this adventure, especially since we didn't have much time to work on the car's design, because the green light was only given in November and the project wasn't signed-off until February." The car's aerodynamics naturally haven't been sacrificed in the name of style. Based just a few kilometres from Peugeot Sport, the team



of stylists was able follow the different build phases: "The rear wing, which is that of the Le Mans 24 Hours-winning 908, and the splitter are two features of the car which give it its beast-like attitude. And I am amazed by the beauty of the parts concealed by the carbon bodywork!" All that remains now is to discover the performance potential 208 T16 Pikes Peak and its final livery. Be patient, all will soon be revealed!

PIKES PEAK: A LEGENDARY RACE



The discovery of a gold seam in the middle of the Colorado Mountains in July 1858 sparked off the arrival in the Pikes Peak region of some 100,000 fortune-hunters looking to fulfil their dreams. Numerous disillusionments later, the mountain has since recovered its former tranquillity and is today a designated National Historic Landmark. Yet the peace of Pikes Peak is broken once a year by an invasion every bit as boisterous as the infamous Gold Rush. When a trail to the summit was completed in 1916, a new generation of adventurers flocked to the site looking for a different type of glory, and today more than 150 drivers get behind the wheel in a host of sometimes implausible vehicles to take on the Pikes Peak International Hill Climb, the world's highest competition of its sort and America's oldest motorsport fixture apart from the Indy 500. The principle behind the so-called 'Race to the Clouds' is simple and involves each competitor taking turns to drive the 20km course that twists its way along the mountain's flanks to reach its summit at 4,301 metres in the shortest time possible!

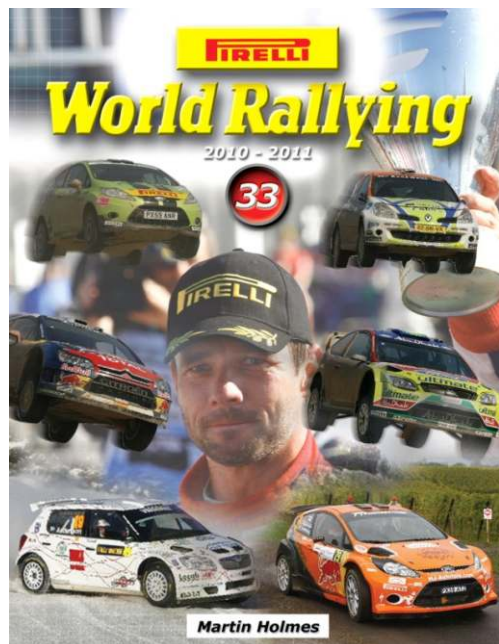


The start line is located at an altitude of 2,800 metres, which means that competitors face an altitude difference of some 1,500 metres. Meanwhile, the lack of oxygen is a challenge not only for the engines – which can lose up to 30 per cent of their power – but also for the drivers who must remain fully focused on the 156 cliff-lined corners... It is an exercise which calls for dexterity and meticulous preparation, as well as a little luck! Over the years, the dirt trail has been gradually paved and the 2012 event was the first to take place entirely on asphalt. Unsurprisingly, last year's competition produced a new outright record for the course when Rhys Millen (Hyundai Genesis Coupé) produced a 9m 46.164s, half the time required for the first ascension in 1916! The entry is broken down into more than 20 classes covering vehicles as varied as cars, bikes, sidecars and trucks. The premier category is the 'Unlimited' class in which Sébastien Loeb's Peugeot 208 T16 Pikes Peak will compete. A number of official test sessions are organised to enable competitors to familiarise themselves with the course, but only one section at a time.



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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NSSCC Hampton Khanacross - Sunday, 14th of April 2013
Position Results

Car #	Entrant	Car	Class	1 AM Best	2 AM Best	3 AM Best	4 AM Best	1 PM Best	2 PM Best	3 PM Best	4 PM Best	TOTAL TIMES	OUTRIGHT POSITION	CLASS POSITION	Junior
4	Stephen Muller	12 VW Golf	A	42.87	1.26.40	1.16.85	1.16.28	42.31	1.26.19	1.17.59	1.16.97	09.25.46	1	1	
7	James Stroud	91 Toyota Corolla	B	44.75	1.29.32	1.20.41	1.20.60	43.18	1.31.97	1.19.50	1.22.04	09.51.77	2	1	
1	Terry Gunter	76 Mk 2 Ford Escort	B	43.38	1.31.94	1.21.06	1.21.10	43.15	1.32.50	1.22.75	1.21.22	09.57.10	3	2	
2	Kris Muller	12 VW Golf	A	44.38	1.33.60	1.21.97	1.21.94	45.28	1.32.84	1.21.16	1.21.84	10.03.01		2	1
52	Hugh Daly	94 Daihatsu Charade	B	43.28	1.36.84	1.21.47	1.21.15	47.78	1.30.81	1.20.35	1.23.81	10.05.49		3	
5	Craig Stallard	75 Ford Escort	A	51.72	1.39.00	1.32.35	1.33.03	49.63	1.35.31	1.30.69	1.27.66	10.59.39		3	
3	Aaron Stallard	75 Ford Escort	A	1.01.47	1.52.29	1.47.16	1.47.62	57.53	1.52.38	1.37.81	1.39.22	12.35.48			2
6	Kate Daly	94 Daihatsu Charade	B	51.97	1.45.77	1.34.53	1.35.29	DNF	DNF	DNF	DNF	DNF			

NSSCC Hampton Khanacross - Sunday, 14th of April 2013
Position Results

Car #	Entrant	Car	Class	Winners Positions
4	Stephen Muller	12 VW Golf	A	1st Outright, 1st in Class
7	James Stroud	91 Toyota Corolla	B	2nd Outright, 1st in Class
1	Terry Gunter	76 Mk 2 Ford Escort	B	3rd Outright, 2nd in Class
2	Kris Muller	12 VW Golf	A	2nd in Class, 1st Junior
52	Hugh Daly	94 Daihatsu Charade	B	3rd in Class
5	Craig Stallard	75 Ford Escort	A	3rd in Class
3	Aaron Stallard	75 Ford Escort	A	2nd Junior
6	Kate Daly	94 Daihatsu Charade	B	

Class	Number of Competitors
A	4
B	4

Full Results

Test 1

Test 2

[illegible][illegible]



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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
11 August	Planned Club 60 th Anniversary function
12 - 15 September	Rally Australia Coffs Harbour
20 October	Hampton Khanacross
10 November	Hampton Khanacross

AUSTRALIA'S MOST POWERFUL ENGINE EVER!



Meet General Motors' 6.2-litre 'LSA' V8 – an engine that will make the new MY14 HSV GTS the most powerful Australian-built car.

Ever.

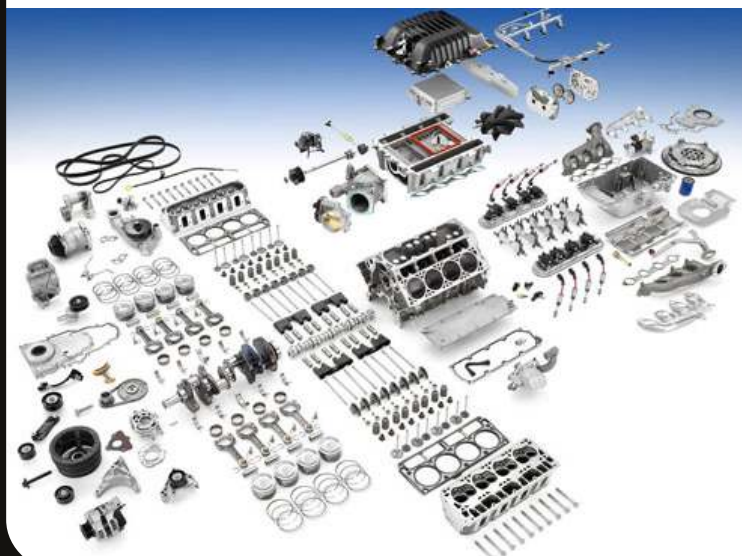
To hit Aussie roads in August, it's a US-sourced, 430kW supercharged powerplant that will not only dwarf its competition, but set a new benchmark for Australian-built performance.

Basically, it's mega.

So to celebrate its arrival, we thought it appropriate to rip off the engine cover and take a closer look.

The figures

Displacement (cu in / cc): 376 / 6162
Bore & stroke (in / mm): 4.06 / 103.25 x 3.62 / 92.0
Block material: cast aluminium
Cylinder head material: cast aluminium
Valvetrain: overhead valve, two valves per cylinder
Fuel delivery: 1.9L supercharger with intercooler; sequential fuel injection
Compression ratio: 9.1:1
Power (kW @ rpm): 430 @ 6000
Torque (Nm @ rpm): 740 @ 4200
Maximum engine speed (rpm): 6200



How does it compare?

In the ongoing power war between Holden and Ford, the LSA is a nuclear bomb.

Gone are the days of Ford and Holden making incremental 10kW gains in power. Instead, the LSA is a massive 105kW (or 32 percent) more powerful than the current E3 HSV GTS, and 95kW up on FPV's supercharged Falcon GT R-spec – a car that previously held the title as Australia's fastest car.

In fact, the LSA is even more powerful than the BMW M5 (412kW/680Nm), and is only matched in output by the Mercedes-Benz E63 S AMG – a 430kW/800Nm version of the facelifted E63, available with 4matic all-wheel-drive for left-hook markets, but only in rear-drive for those who steer from the right.



History

First shown to the world in 2008 in the Cadillac CTS-V, the LSA is closely related to General Motor's most powerful engine – the 462kW 6.2-litre supercharged LS9.

The biggest difference is the displacement of the Eaton four-lobe-rotor supercharger, with the LSA utilising a smaller blower and lower compression ratio. Lower pressure means the LSA doesn't need the LS9's forged pistons or its titanium connecting rods.

Other models to use the LSA include Chevrolet's Camaro ZL1 – a close cousin to the Gen-F GTS that shares its Zeta platform architecture.

Article by Alex Inwood, Wheels Magazine.

MOLLY TAYLOR AT THE TOUR DE CORSE 2013 EUROPEAN RALLY CHAMPIONSHIP

The French rally will see, for their second race of the season, Molly Taylor and Seb Marshall with the Citroen DS3 R3 with which they took part in the Rally of the Azores.

If it is true that the first race of the year was unlucky for Molly Taylor, as she was forced to retire after a small off, to avoid another competitor, the sports programme of the strong Australian driver continues as announced by United Business, the Italian company which takes care of her sports management.

Molly Taylor will be at the start of the Tour de Corse (16-18 May), one of the "mythical" races of international rallying, a rally of great tradition, difficult and challenging, which takes place on the beautiful Mediterranean island.

Molly Taylor and Seb Marshall are aware that the event which awaits them will not be an easy one, but their spirits are high, *"The Tour de Corse is definitely a challenging race - says the Australian driver – I am anxious to do the recce,*

it is the first time I take part in this rally. Other United Business drivers, who have already been there, have confirmed that it is really full of corners and very twisty. I am sure that the Citroen DS 3 will help me but it is a totally new rally, it will be important to read the race well trying to get the maximum result. I do not yet know our opponents, probably some of them will not be at their first time on the Corsica roads and they will certainly be favoured over me, but Seb and I will certainly will not be mere spectators, I like challenges and the Tour De Corse is a great challenge".

To best prepare the challenging Corsican race, United Business has planned a test session for next week, most likely in Tuscany, in order to find the best set-up for the car in accordance with the new tyres which Molly Taylor will use in Corsica.



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