



## NEXT MEETING

Monday 3rd  
February 2013

Roseville Memorial Club

Pacific Highway

Roseville

7:30 pm

### Dress Requirements

Shoes, Socks and Shirt.

No thongs

### Website

[www.nsscc.com.au](http://www.nsscc.com.au)

### Membership Enquiries

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# WHEELSPIN

FEBRUARY

VOLUME 12

## North Shore Sporting Car Club's 60TH ANNIVERSARY CELEBRATIONS have been Rescheduled !

*7pm, Saturday, the 22nd of  
February, 2014*

### ST IVES SHOWGROUNDS

### PICKERING PAVILION

## *TICKETS JUST \$75*

*COME AND ENJOY A FANTASTIC NIGHT*

*to commemorate six decades of  
motor sport on the North Shore.*

*The venue will become a time tunnel of nostalgia  
with cars from the 50s, 60s, 70s, 80s, 90s,  
and the Naughties along with music from the various eras  
and some special guests from the past.*

*We will have a gourmet rotisserie catering the night  
and there will be bar service throughout the night.  
It will be an event that you simply can't afford to miss.*

*The \$75 ticket includes all your food and entertainment  
for the night as well as your first drink.*

*So mark Saturday 22nd of February in your calendar  
and make sure you are there to be part of history.*

*To purchase tickets go to [www.nsscc.com.au](http://www.nsscc.com.au) or contact  
[secretary@nsscc.com.au](mailto:secretary@nsscc.com.au) to get your ticket to a great night out*

*Please pass this on to other former members of the NSSCC  
and we hope to see you all in February  
BE THERE!*

# FROM THE PRESIDENT'S DESK

Welcome to a brand new year at North Shore Sporting Car Club and what will be an exciting time for us at the Club.

First up a big reminder we are having one last shot at celebrating our 60th Anniversary with a big night at St Ives Showground on Saturday 22 February in the Pickering Pavillion. It will be a night of great music great food and great fun. If you can come you need to buy your tickets right now so we can plan the night and ensure we don't have to cancel it again. Hurry book now on our new website portal at [www.nsscc.com.au](http://www.nsscc.com.au). It is just \$75 which includes a great feed, your first drink and a terrific night.

At our first club meeting of the year which will be on Monday 3 February at the Roseville Club we will be hosting a very special club meeting with a special screening of the hit motor racing movie Rush, which chronicles the incredible battle between James Hunt and Niki Lauda for the 1976 World Formula One Championship. As a bonus we will have club member Tom Quirk -who worked for McLaren from 1976 to 1981 – along to field questions and chat about what it was like to work for the McLaren Team at the time and how different it was from the Grand Prix racing in 2013. It will be a great night for just \$10 to cover the cost of the facilities etc. Don't forget the club has a great bistro and meals can be had there very economically. Please come along and join us for a great night.

Another fantastic social night will be held by the NSW Rally Panel on Saturday 15th February with the 2013 Rally Presentation night and launch of the new concept that is 2014 Rally NSW. The function is being held at Lachlans at Old Government House in Parramatta Park and you can visit the Rally NSW website for more info or contact North Shore member Col Fletcher on [colflet@bigpond.net.au](mailto:colflet@bigpond.net.au) for more details.

North Shore has a busy year coming up competition wise with two rallies on the agenda and a range of khanas including a round of the NSW Championship planned for 2014.

We will be running a round of the new Development Rally Series (DRS) which is the replacement for the old Clubman series, with a new rally at Termeil on Saturday 5 April and we need help with some of the admin roles most particularly a secretary. The rally is fully planned and ready to go with Col Fletcher having completed all the paper work and mapping prior to Christmas. This is going to be a great little event so come and be a part of it either as a competitor or official.

We will again run the Kumho Rally of the Bay on Saturday 7-8 June in the Bay. Again we need your help and participation so please come along and get involved.

We will have more info on all of the other events and happenings in 2014 as they come to hand including a full calendar so stay tuned.

So it is shaping as a massive year and don't forget you can now pay your membership on line at our website and fees are now due.

Here is to a great 2014.

Jon Thomson  
President



# PERFORMANCE HYBRIDS

## GATHER PACE

News of Nissan's giant-killing GT-R going hybrid in its next generation raised plenty of eyebrows among sports car fans recently, but the electrified supercar is not the only Japanese performance hybrid in the works.

The Toyota Prius put hybrid cars on the map way back in 1997 and Japan's biggest car-maker has launched more than a dozen petrol-electric vehicles since then.

Indeed, widespread deployment of hybrid drive technology is what most manufacturers are now undertaking to meet the more stringent emissions regulations and fuel consumption expectations of the motoring public, spelling hybrid power for everything from smallest hatches to the mightiest supercars.

In fact, as demonstrated by the Porsche 918 Spyder and LaFerrari hyper-hybrids, the only way to produce ever more powerful performance models that deliver acceptable emissions levels is to hybridise them.



Now, with hybrids getting known not just for their fuel-saving abilities but also their performance-enhancing traits, Japanese car-

makers Honda, Mazda and Subaru are getting in on the hybrid act with high-performance models in the pipeline, as these renderings from Japan's Best Car magazine suggest.

The first kid on Japan's high performance hybrid block will be Honda's Jazz Hybrid Type R.

Motoring.com.au understands Honda engineers are currently finalising details for a hybrid version of the new Jazz that would boost total power to an impressive 140kW (up from 80kW in the standard 1.5-litre Jazz RS model upon which it's based) while returning fuel consumption of 3.6L/100km.

Honda's first hybrid Type R will be fitted with the same seven-speed dual-clutch automatic transmission (DCT) seen in the upcoming Jazz Hybrid and will employ specially tuned suspension.

Slated for a 2015 debut, the Jazz Type R should start at around \$25,000 – just a few thousand dollars more than the existing Jazz Hybrid.

Mazda will also enter the hybrid fray with its Mazda3 Hybrid. Based on the new-generation Mazda3 due here in a few months &, the electrified Mazda3 will combine a Toyota-sourced hybrid system from the Prius with a turbocharged 2.0-litre petrol engine to deliver total power output of around 221kW (300hp) and 392Nm of torque.



While that should be enough for the Mazda3 Hybrid to wear an MPS badge, fuel economy will remain at a frugal 5.0L/100km. However, Mazda has so far committed to releasing its first hybrid model by the end of this year only in Japan, where it should be priced around the Australian equivalent of about \$30,000.

Meantime at Subaru, the new WRX line-up due here in March following its LA motor show debut next month will be crowned by the 220kW-plus WRX STI due in late 2014, but Subaru has something else on the table -- a WRX Hybrid.

As we've seen with the BRZ and Toyota 86 joint-venture sports cars, Subaru has a strong relationship with Toyota and has no doubt borrowed some hybrid technology from its sizeable partner. But the hybrid system Subaru will use for its ground-breaking WRX Hybrid comes straight from its big-selling (in Japan) XV Hybrid, which was developed in-house after over a decade of research in the Tochigi R&D centre.

To be initially fitted to the WRX and later to the Liberty, Subaru's 2.0-litre boxer-powered hybrid system will also employ a turbocharger to generate total power of more than 220kW and 387Nm of torque.

This is a combination that Subaru fans worldwide have been waiting for; loads of performance (in this case from a powerful turbo-petrol and electric drivetrain) that also delivers fuel consumption of around 5.5L/100km -- something that has eluded boxer engines up until now.



And that's just the tip of the iceberg. Expect more performance hybrids, combining the torque of turbo-petrol engines and electric motors, from other Japanese manufacturers like Toyota and Nissan in the near future.

# TAYLOR HAPPY WITH WRC FINALE

A challenging weekend in the final round of the 2013 World Rally Championship has had a happy ending for Australian rally driver, Molly Taylor.

Taylor, 25, who was recently crowned the inaugural European Ladies Rally Champion notched up a series of personal bests last weekend at Wales Rally GB, including fourth in the highly competitive two-wheel-drive class, 23rd outright and third privateer. She also won the prestigious and highly coveted Richard Burns Trophy\*.

The run in the final round of the world championship was a reward from her manager, Pier Liberali, of Italian-based sports management company, United Business, for her achievement in the European Rally Championship.

Wales Rally GB was run over four days on the slippery forest roads of mid and north Wales, and made news in the UK for an estimated influx of one million spectators, despite the wet, cold and foggy conditions.

"We're really happy with what we achieved over the weekend," Taylor says.

"It was a really tough event but we managed to keep going and posted some really fast stage times in between the various issues we had, so we are taking away a lot of positives from the experience.

"It was a great way to finish what has been a very challenging but ultimately very rewarding year, and I'm really grateful to Seb [co-driver Seb Marshall], Pier [Liberali] and the whole BP Racing team for having the chance to do it."

Taylor's weekend started with some frustration after the car she hired to do the mandatory reconnaissance of the event didn't perform and needed some 'bush mechanics' to get it going. Then there were other 'character-building' problems before the start, and during the event.

"We didn't get a chance to do a pre-event test so it was a tricky start to the rally as we had a new car set-up that we weren't used to for the wet conditions in GB. We only had a few runs at shakedown to find the set-up for the rally," says Taylor, who ran the same Citroën DS3 R3T in United Business livery that she has driven throughout this year's European Rally Championship series.

"Friday afternoon was a bit more challenging because we had a problem with the throttle sensor. We couldn't get full throttle on the fast sections and then the throttle was sticking on the low speed sections. The car had a mind of its own and it was scary on the steep downhill sections when the throttle kept sticking on."

Saturday was a mix of truly enjoyable runs with good times on the board and then a spell of not so much fun. One of the last stages of the day was a section she and Marshall had missed during 'recce' with their car problems. They came into a corner too fast and rolled the car.

"I tried to wash off as much speed as possible but clipped the inside of the corner and tipped the car on its roof," Taylor says.

"Luckily we did a complete roll and landed back on the wheels and we were able to keep going. We actually didn't lose that much time".

The final day of competition was Sunday and Taylor found the stages to be more muddy and slippery than she had anticipated. While there were no real problems, she wasn't happy with the tyres she had chosen to cope with the conditions.

"It wasn't ideal but we were still happy with the day, and

the whole weekend, really. Our goal was to be in the top five in our class, given the calibre of the field, and we achieved that. There were some really good stage times, a good result, and some really fantastic trophies to take home [co-driver Seb Marshall won the prestigious Michael Park Trophy\*] so we are very happy!"

Taylor now has some serious planning meetings over the next week or two, before she can head home to Sydney for Christmas with her family. While she has nothing locked in for next year, plans for another season in Europe are on the drawing board.

\*\* The Richard Burns Trophy and the Michael Park Trophy are in memory of two former rally champions. Burns was the 2001 world rally champion, having finished runner-up in 1999 and 2000. He died of a brain tumour in 2005. Park was a champion co-driver, who was killed in a crash on Wales Rally GB in 2005. The trophies are awarded to the highest placed non-priority driver and co-driver competing in Wales Rally GB.



# WORLD TIME ATTACK 2013

## THE BEST YET

Records were not the only thing smashed at the fourth -- and by far the largest -- running of the Yokohama World Time Attack at Sydney Motorsport Park on the weekend.

After the threat of bushfires on Thursday and spectacular drifting

events on Friday and Saturday nights, followed by the Flying 500, all eyes were on V8 Supercar driver Warren Luff and the Nemo Racing Evo Lancer he was piloting.



The competition came from far and wide. From Japan came entrants such as Scorch Racing with its Nissan 200SX, Top Fuel with its Honda S2000, RE Amemyia with its Mazda RX-7 and Esprit with its Honda NSX.



Greece sent a duo of Evo Lancers entered by Simply Racing and from the US came AMBAero with its Mitsubishi Eclipse.

And then there was local competition such as Pulse Racing, Dominator and Tilton Interiors, all running the proven Evo Lancer platform, MCA Suspension in a Nissan S13 Silvia and Prep'd Motorsports in a heavily modified Lotus Exige -- just to name a few.

But could anyone dethrone the monstrous time set the year before by the local, and would any of the international drivers exact revenge this year?

Those questions were answered a lot sooner than expected. In Friday's first official practice, Tilton Interiors' local entrant Garth Walden managed to set a blistering time in the second session of 1:24.855, which nobody saw coming.

Clearly all the pre-season development put into the Tilton Interiors' car -- including being shipped to Japan for wind tunnel testing and a new aero package -- had paid off.

To put this into perspective, despite regulations restricting all WTAC cars to street-legal semi-competition tyres such as the Yokohama AD050R, Walden's time was better than the benchmarks set by racing machines on full slick tyres, including the Radical SR8 (1:25.703), Lamborghini Gallardo LP560 GT3 (1:28.057) and even a V8 Supercar (1:31.730).

The two-day event was not without mishap. With drivers pushing their cars to the absolute limit, the first to go was the Gorilla Motorsports Toyota Supra, which smashed into a concrete barrier. Later in the day one of the Turbo Legends, an MG Metro 6R4 World Rally Car, burst into flames and then on Saturday the RTR Evo X fell to a similar fate as the Gorilla Supra.

So this year's World Time Attack had it all -- record crowds, great racing, daring drifting, spectacular crashes and a new record. Stand by for the 2014 event.

Images: [www.worldtimeattack.com](http://www.worldtimeattack.com)  
Words by Shaun Wilton, [www.carsales.com.au](http://www.carsales.com.au)



# WOMEN & RALLY – FEMALE WORLD RALLY RANKING 2013

**THE WOMEN RALLY DRIVER NO. 1 IS MOLLY TAYLOR (AUSTRALIA)  
THE RALLY CODRIVER NO. 1 IS ALWAYS ILKA MINOR-PETRASKO (AUSTRIA)**

Molly Taylor and Ilka Minor-Petrasko are in first place in the IRDA (International Rally Drivers Association) Women World Rally Ranking. After 12 months (from November 2012 to November 2013) of rallies all over the world, as confirmed by the WRR ([www.worldrallyranking.com](http://www.worldrallyranking.com)) promoted by the IRDA ([www.irdassociation.com](http://www.irdassociation.com)), for the Women Rally Drivers final classification, the first place is occupied by the Australian driver Molly Taylor, in second place the Burcu Cetinkaya – Turkey, in third place Asja Zupanc - Slovenia.

There are currently 937 drivers featured in the World Rally Ranking, of which women only represent about 1,4 %, while lady codrivers are more numerous, representing 10,1% of the total of 961 codrivers.

Are 13 women rally drivers from 3 continents and 10 countries in the world, after the running all international rallies in the FIA calendar of the last 12 months, have scored the necessary results to enter the World Rally Ranking. This is the final standing of the new IRDA ranking:

Position	Driver Name	Nationality	Points
1	Molly Taylor	Australia	736
2	Burcu Cetinkaya	Turkey	706
3	Asja Zupanc	Slovenia	684
4	Ekaterina Stratieva	Bulgaria	434
5	Melissa Debackere	Belgium	336
6	Jovana Jovanovic	Serbia and Montenegro	320
7	Susan Muwonge	Uganda	192
8	Simin Bicakcioglu	Turkey	168
8	Ana Sofia Correia	Portugal	168
9	Klavdija Senica	Slovenia	144
9	Burcu Burkut Erenkul	Turkey	144
11	Lilian Vialle	France	135
11	Martina Danhelova	Czech Republic	56



As well as in the year 2012 Ilka Minor-Petrasko is the number 1 codriver of international rallying, the first place is occupied by the Austrian codriver, in second place Lara Vanneste - Belgium, in third place Julianna Nyirfas - Hungary. Are 97 women rally codrivers from 5 continents, after the running all international rallies in the FIA calendar of the last 12 months, have scored the necessary results to enter the World Rally Ranking. This is the final standing of the new IRDA ranking for the first 15 positions:

Position	Driver Name	Nationality	Points
1	Ilka Minor Petrasko	Austria	4035
2	Lara Vanneste	Belgium	1827
3	Julianna Nyirfas	Hungary	1456
4	Karina Hepperle	Switzerland	1080
5	Ursula Mayrhofer	Austria	919
6	Barbara Watzl	Austria	784
7	Mara Bariani	Italy	700
8	Sylvia Vindevogel	Rwanda	688
9	Blanka Kacin	Slovenia	684
10	Natasha Di Cangio	Kenya	536
11	Anna Andreussi	Italy	530
12	Monika Hybnerova	Czech Republic	510
13	Tina Lazar	Slovenia	482
14	Katharina Wustenhagen	Germany	462
15	Mélanie Wahl	Germany	456



To be able to see all the ranking standings, drivers, codrivers, manufacturers, car models and nations, please visit the [www.worldrallyranking.com](http://www.worldrallyranking.com) website, and insert your e-mail address in the form. You will immediately receive the password to access all the data and the various ranking standings.

**RUSH THE MOVIE**  
**SPECIAL GUEST SPEAKER - TOM QUIRK**

## **Next Club Meeting**

**Monday, the 3rd of February**

**Rush the MOVIE**  
Including talk by former  
McLaren F1 engineer and  
NSSCC member Tom Quirk.

**\$10 per head**  
includes a lucky door prize ticket



# NSW (AND THE ACT) GO TO THE 2013 ALPINE RALLY OF EAST GIPPSLAND AND WIN.

*(Written for the Classic Rally Club of NSW magazine by Dave Johnson car 75.)*

The 2013 Alpine Rally of East Gippsland was run on Friday to Sunday, Nov 29 to Dec 1.

The event was won by Jeff David (Sydney) and Grant Geelan (Autohaus Hamilton, Dee Why) in a Porsche 911.

Second was Scottish Champion Alistair McRae with David McShane in a Group 4 Ford Escort.

The event was open to 6 classes of cars from Historic pre 1968, Historic pre 1981, 2wd PRC pre 1981, 2wd PRC Modern (pre 2000), Classic rally car Regs pre 1987, and Club rally Car Regs pre 1987.

It attracted 94 starters. There was a very high attrition rate (over 35%) and only 59 cars completed the course.

The atmosphere of the event was reminiscent of the old NSW Southern Cross rallies of the 60s and 70s when servicing, competition and penalties for late time were also tight, with no reconnaissance or pace notes, but with professionalism and strong camaraderie prevailing amongst the competitors.

Friday had a briefing and then about 30 kms of competitive prologue, mostly in the forests near Lakes Entrance but with a 1 km bitumen section in the town. Closed roads of course and a lot of spectators in the town. This sorted out the start order for the next day.

Saturday started four divisions of good competitive driving taking us across to Cann River, Orbost and then back to Lakes Entrance each separated with a 30 minute service section. Each of these divisions had their own late time limit of 30 minutes. After you exceeded late time you could book into controls still but lost whatever your total was each time until you could get somewhere early and get some of it back. Hellish is the only word for it if you started to have continuing problems. But that is the way of the hard events and this was no exception as you had to get 80% of the competitive kms to be classed a finisher.

The competition at the top was close. For the long section of 59 kms, the top 5 cars were within 15 secs after 36 minutes of non-pace noted driving and 6 cars within 30 secs of each other at the end of that division.

Nine competitiveness over these four divisions ranging in length from 15 kms to 59 kms and some transports in between as short as 0.4 kms just to get across a main road. The 59 kms section was a combo of 2 sections from a previous year. It was an interesting section where they had added a lot of extra calls of RGL or RGR from the previous year. The additions were where cars had gone off the road in the earlier year. We counted 18 cars stopped or off the road on this section. The surfaces ranged from good to narrow and rough, but one of the main traps for some of the younger driver seems to be concentration over that sort of distances when they are used to the 15 kms and 20 kms sections

The attrition for the day was 23 cars and moved us up on the start order to low 40s.

The last 2 of the sections were in darkness, but the short distances of these (16 and 8) didn't apply the pressure that longer ones may have done at the end of the day.

Sunday. One division with 45 minutes late time and 6 competitiveness of 158 kms total. Two 30 minutes of service at Nowa Nowa after each 2 sections kept the pressure on. We lost brakes and steering on the second competitiveness and started to look at Late Time, but scrambled through and only took maximum time on one section.

There was a total of 450 kms of competitive sections in the event and while there was a lot of standing around and seemingly wasted paperwork up to the start, once we got out there it was excellent. Congratulations to the Historic Rally Association and the organising team and especially to the Road Director Stuart Lister, great event !!

A strong representation from NSW and the ACT was evident with 18 cars on the starting line although one did have a Vic driver and another a Qld co-driver. I really didn't think we had that many people in NSW practising the sport who still recognise that "reading the road" was still a skill in the art of rally driving.

# NSW (AND THE ACT) GO TO THE 2013 ALPINE RALLY OF EAST GIPPSLAND AND WIN.

**The Classic Rally Club** was down there, with Lui MacLennan as a CRO and Dave Johnson running his ex Bob Watson Datsun 1600.

Bob was driving the car with Dave in the LH seat and to confuse everyone, 9 times state champion, Barry Ferguson was running the service team for the car, instead of being in the car with Dave.

Dave and Bob were one of the finishers coming 39<sup>th</sup> out of the 59 that did finish and getting a second in class behind the old Falcon the Harry Firth ran in the 68 Marathon (well at least the number plate has the original numbers etc.). The Datsun is a standard 1598 cc motor and after this very hard (on cars and crews) will be pensioned off for less arduous tasks.

It was the 20<sup>th</sup> Alpine that Bob had driven in and came as the result of a discussion between them when Dave bought the car a year ago. Incidentally, on an age basis the entry made the 200 years mark, being the sum of the ages of driver plus navigator plus car.

**NSW can be very proud of the overall achievements in the event.**

NSW entered cars made up 20% of the field.

As well as the win by David / Geelan we had in 4<sup>th</sup> place Brett Middleton Honda Civic EK4 from MRT Performance from Sydney with Andrew Benefield, from Bayview, on Sydney's Northern Beaches. Brett also won the PRC Modern Class.

In 14<sup>th</sup> place was veteran Peter Houghton in a pre 1981 PRC Datsun from Nelson's Bay with Phillip Bonser, from Coramba. Phil had won an Alpine in 1987 with Ian Hill. They also were 3<sup>rd</sup> in Class.

Carl Stewart and Anna Ritson from the SKDA Club on the South Coast of NSW came in at 17<sup>th</sup>. An excellent performance after a surviving a clutch failure during the prologue in their pre 1981 PRC Datsun. They also earned a 5<sup>th</sup> in Class.

Dave Boyd (Rozelle Sydney) and Sam McMahon (Botany Sydney) came in 22<sup>nd</sup> in a Datsun Stanza (pre 1981 PRC). Also 7<sup>th</sup> in Class.

In 37<sup>th</sup> place was Andrei Artamonov (Turramurra Sydney) and Gleb Bonch-Osmolov (Riverwood Sydney) in a Mitsubishi Mirage Cyborg (PRC Modern Class)

Dave Johnson's 1967 Datsun came in 39<sup>th</sup> also gaining 2<sup>nd</sup> place in the pre 1968 Historic class. Driven by former owner, Bob Watson who had won the event in 1970 Dave sat in the LH seat. It was Bob's 20<sup>th</sup> Alpine start.

Gary Williamson from Freshwater, Sydney and David Colless from Emu Heights, Sydney came in 46<sup>th</sup> in their Classic Class Ford Cortina.

In 54<sup>th</sup> came Peter Leicht from the traditional home of the Southern Cross, Port Macquarie and Richard Davidson from Beecroft in their PRC pre 1981 Datsun 1600.

The last of the finishers on 59<sup>th</sup> was Scott Anderson (Ramsgate, Sydney) with Michael Stratte (Kirrawee, Sydney) in PRC Modern Class VK Holden Commodore.

The other NSW crews who entered but didn't make the whole course were:

Ed Mulligan (Byron Bay, Nth Coast NSW) and Nigel Walters (Frenchs Forest, Sydney) Ford Escort Mk 2.

Nathan Senior (Yass) and Lisi Phillips (SA) Mazda Capella.

Ben Barker and Pip Barker from Bega, BWW 320i. Ben was leading the field up to his withdrawal after Spec Stage 8.

Tom Clarke (Engadine, Sydney) and Mickey Rourke (Epping, Sydney) Datsun 1600.

Simon McKern (Belconnen ACT) and Rhys Pinter (Monash) Toyota Celica.

Claude Murray (Bomaderry) and Matt James (Worrigee) Datsun 1600.

David King (Penrith, Sydney) and Arron Topliff (Cranebrook, Sydney) Datsun 200B.

# CLUB MERCHANDISE

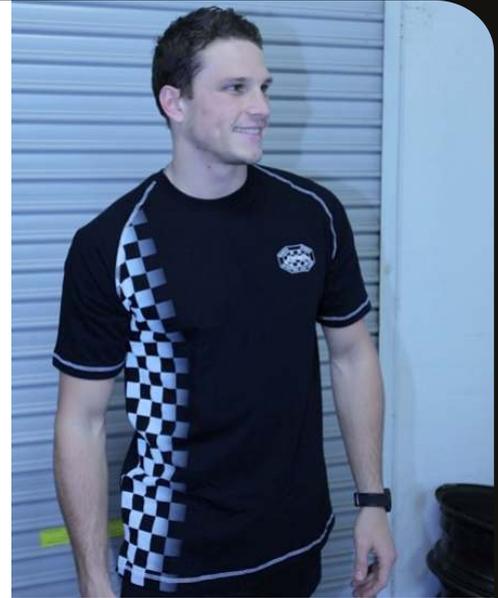


The club has superb range of NSSCC T Shirts available for sale at just \$25.

These 100 per cent cotton T shirts are finished in a fashionable and figure flattering black with white piping and the NSSCC logo and can be had in sizes from Small to XXL.

As you can see from our model, these great T shirts are a must have so order now and we will mail your order to you or you can pick up at the next club event.

We are exploring the potential for some polo shirts so stay tuned.



Also we have our superb limited edition 60th Anniversary commemorative wine. It is a Primo Estate Shiraz Malbec bottled and labelled for NSSCC.

This is a fine red and well worth having in your cellar to lay down for a few years or ready to quaff right away.

Just \$19.95 a bottle

Please reserve me ..... NSSCC club T shirts @ \$25 each

T Shirt Size    S    M    L    XL    XXL

Please reserve me ..... bottles of wine @ \$19.95 per bottle

Name.....

Address.....

Phone.....

Payment Details:

Payment Method:    Cheque    or    Card    (Please Circle one)

Total Amount:\$.....

Card Number:.....    Expiry .....

CCV No.....Name on Card.....    Card type:    Visa    Mastercard

# A WALES RALLY GB TO REMEMBER FOR MOLLY TAYLOR

**"THE CITROËN DS3 R3 IS A GREAT CAR AND I WOULD RECOMMEND IT TO ANYONE"**

The most famous lady rally driver in activity in the world, Australian Molly Taylor, confirmed her liking for gravel rallies and, after winning the Ladies' Trophy in the 2013 FIA European Rally Championship, performed a high quality race at the 2013 WRC Wales Rally GB, against the world's strongest drivers participating in the Citroën Top Driver Trophy, throughout the rally the United Business driver fought on equal terms, and in several stages was actually faster than her male colleagues. A solid race, despite an accident which could have cost the Australian dearly, fortunately ended only with damage to the car, which returned to the service area a little "bruised", this forced the talented team boys to extra work to allow the Citroën DS3 R3 to continue. In WRC Wales Rally GB Molly started with number 111, the triple 1 brought good luck as she finished 23rd overall after having been, before the accident, as high as 19th .

"Proving to be competitive against the Citroën Top Driver Trophy crews was one of the goals of this race, the other was to be able to be in front of drivers with bigger cars than ours, I think I have achieved both of these goals even beyond the most optimistic expectations given the quality level of the entry list - said Molly - The Citroën DS3 R3 is a fantastic car, I have been rallying with it for two years and would recommend it to anyone; moreover the team has always been excellent, even when I brought a damaged car back into service, they always repaired it without a hitch, and I never had any penalty for late check-out, they are great boys. I think, barring any last-minute surprises, that this has been my last race this season, United Business which takes care of my sporting career is considering what the best solution for next year can be. Pier Liberali does not tell me much about the 2014 programmes, because my job is to drive wherever and with whichever car they will tell me, I trust him and United Business; in two years working together I have done many events, gained a lot of experience, had lots of satisfaction and this year also the prestigious FIA ERC Ladies' Trophy. United Business has allowed me to rally at a high level taking care of every detail, I am very happy with them and with myself, together we have achieved important results. I am sure that in 2014 too my professional growth process will continue the positive trend which began two years ago, for now I enjoy the result obtained in Wales".

No indiscretion has currently leaked on the programmes for 2014 , but United Business has confirmed in an informal way the existence of some negotiations so that Molly Taylor may tackle a top international championship in 2014.



# 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.



\*Biggest motorsport event in NSW in 2013

\*Projected total of 20,000+ tourists to visit especially

\*Media exposure to local and international television to millions

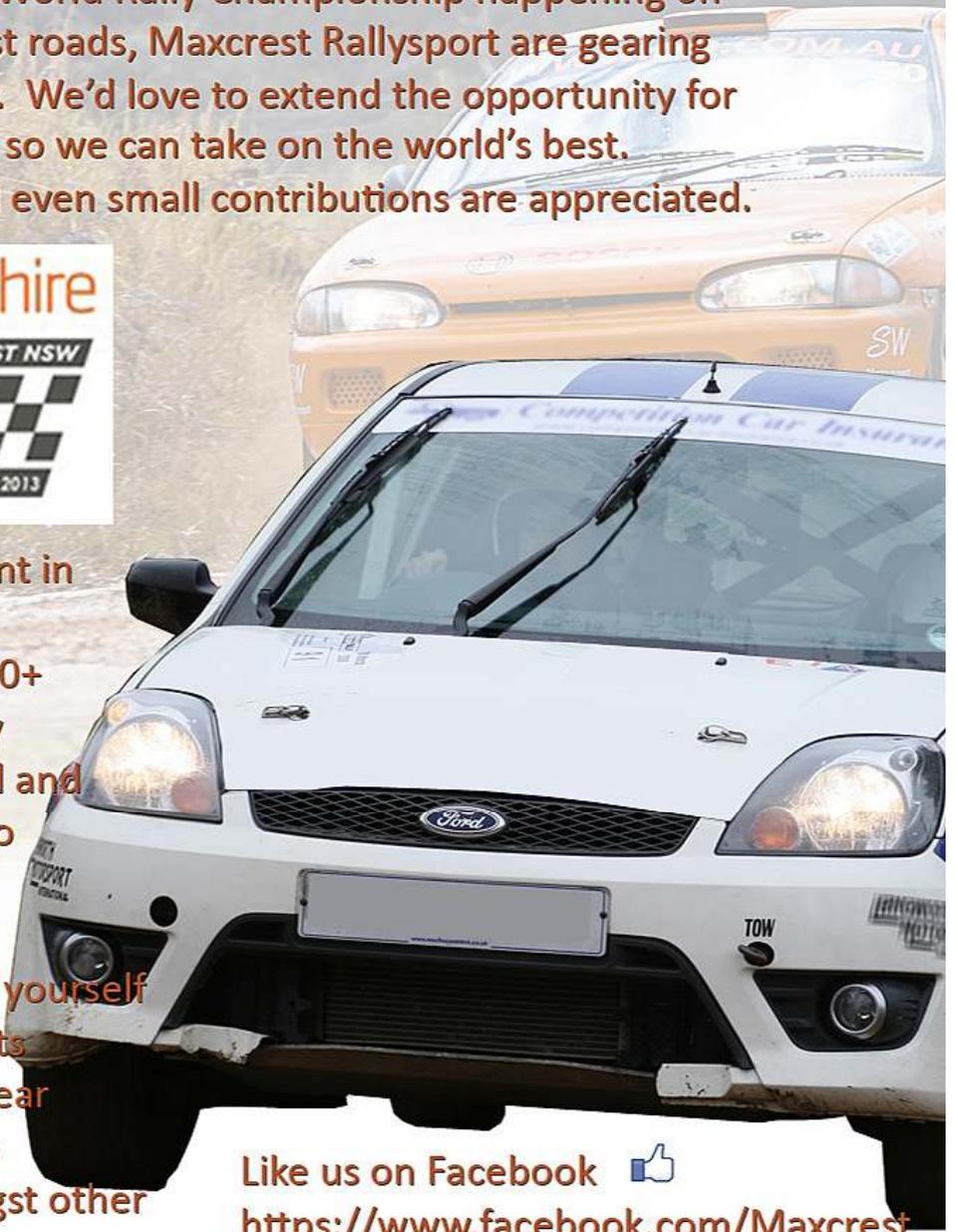
\*Team involvement with yourself and your local staff/clients

\*Car signage and team gear

\*Team video and posters

\*Cross promotion amongst other supporters

\*Social media promotions



Like us on Facebook 

<https://www.facebook.com/Maxcrest>

Call Darren on 0419 898 666





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**Only 5 mins from Eastern Creek**

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**(02) 9676 8655**

**[www.garysmotorsporttyres.com.au](http://www.garysmotorsporttyres.com.au)**

## **2014 NSSCC Motorsport Calendar**

Although we are planning other dates for our own Khanacross Series, The following dates are confirmed for the following events:

Sat 22 - February 60<sup>th</sup> Anniversary function

Sat 5th April - VSport Stages Termeil

Sat/Sun 7-8 June - Kumho Tyres Rally of the Bay

Sun 22 June - NSSCC hosting State Khanacross series round at Colo

# 2014 WRC CALENDAR



Rallye Monte Carlo	14.01. - 19.01.2014	Winner: S. Ogier
Rally Sweden	05.02. - 08.02.2014	
Rally Guanajuato Mexico	06.03. - 09.03.2014	
Vodafone Rally de Portugal	03.04. - 06.04.2014	
Rally Argentina	08.05. - 11.05.2014	
Rally d Italia Sardegna	06.06. - 08.06.2014	
Lotos Rally Poland	27.06. - 29.06.2014	
Neste Oil Rally Finland	01.08. - 03.08.2014	
ADAC Rallye Deutschland	22.08. - 24.08.2014	
Coates Hire Rally Australia	12.09. - 14.09.2014	
Rallye de France-Alsace	03.10. - 05.10.2014	
RallyRACC-Rally de Espana	24.10. - 26.10.2014	
Wales Rally GB	14.11. - 16.11.2014	

# 2014 FORMULA 1 CALENDAR

16 Mar	Australia	Albert Park
30 Mar	Malaysia	Sepang
6 Apr	Bahrain	Sakhir
20 Apr	China	Shanghai
11 May	Spain	Circuit de Catalunya
25 May	Monaco	Monte Carlo
8 Jun	Canada	Montreal
22 Jun	Austria	Red Bull Ring
6 Jul	Great Britain	Silverstone Circuit
20 Jul	Germany	Hockenheim
27 Jul	Hungary	Hungaroring
24 Aug	Belgium	Spa-Francorchamps
7 Sep	Italy	Monza
21 Sep	Singapore	Singapore
5 Oct	Japan	Suzuka
12 Oct	Russia	Sochi
2 Nov	United States	Circuit of the Americas
9 Nov	Brazil	Interlagos
23 Nov	Abu Dhabi	Abu Dhabi



# 2014 V8 SUPERCAR CALENDAR

Event name	Circuit	Location	Format	Date
1 South Australia Clipsal 500 Adelaide	Adelaide Street Circuit	Adelaide, South Australia	ST	1–2 March
2 Tasmania Tasmania 400	Symmons Plains Raceway	Launceston, Tasmania	SP	29–30 March
3 Victoria (Australia) Winton 400	Winton Motor Raceway	Benalla, Victoria	SP	5–6 April
4 New Zealand ITM 500 Auckland[33]	Pukekohe Park Raceway	Pukekohe, New Zealand	SP	26–27 April
5 Western Australia Perth 400	Barbagallo Raceway	Perth, Western Australia	SP	17–18 May
6 Northern Territory Skycity Triple Crown 400	Hidden Valley Raceway	Darwin, Northern Territory	SP	21–22 June
7 Queensland Townsville 500	Townsville Street Circuit	Townsville, Queensland	ST	5–6 July
8 Queensland Coates Hire Ipswich 400	Queensland Raceway	Ipswich, Queensland	SP	2–3 August
9 New South Wales Sydney Motorsport Park 400	Sydney Motorsport Park	Eastern Creek, NSW	SP	23–24 August
10 Victoria (Australia) Wilson Security Sandown 500	Sandown Raceway	Melbourne, Victoria	EC	14 September
11 New South Wales Supercheap Auto Bathurst 1000	Mount Panorama Circuit	Bathurst, NSW	EC	12 October
12 Queensland Armor All Gold Coast 600	Surfers Paradise Street Circuit	Surfers Paradise, QLD	EC	25–26 October
13 Victoria (Australia) Phillip Island 400	Phillip Island Grand Prix Circuit	Phillip Island, Victoria	SP	15–16 November
14 New South Wales Sydney 500	Homebush Street Circuit	Sydney, NSW	ST	6–7 December

Format	Meaning
ST	Super Street
SP	Super Sprint
EC	Endurance Cup



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