



NEXT MEETING

**Monday 2nd
June 2014**

Roseville Memorial Club
Pacific Highway
Roseville
8pm

Dress Requirements

Shoes, Socks and Shirt.
No thongs

Website

www.nsscc.com.au

Membership Enquiries

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0410 892 292
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JUNE VOLUME 12

ALL CLUB MEETINGS

Typically, the 1st Monday of each month unless this falls on a public holiday. In this case the meeting will be held the following Monday. Join us early for a meal from 6.30 or the club meeting starts at 8pm

Saturday the 7th and Sunday the 8th of June

Kumho Tyres - Rally of the Bay @ Batemans Bay
V-Sport Stages to be Run in Conjunction with the Rally Of The Bay

Sunday the 22nd of June

NSSCC Hosted Round 3 of the
NSW Khanacross Series at Colo Park

Changes To The Email Database

Updates and Wheelspin Issues will be migrating to the online MailChimp database as of the July Club Meeting.

Regardless of your membership status, everyone will need to subscribe to the club MailChimp account to receive any further updates or issues of Wheelspin.

To subscribe to the database please follow the following link:

<http://nsscc.com.au/join-the-north-shore-sporting-car-club/>

YouTube Link:

Here is a video sent through of the 'Good ole days' at Bathurst that people may find interesting. Note the variety of cars – not just plastic bodied GMH and Fords with the same yank engines!

Thanks George

<http://www.youtube.com/watch?v=toLPTjE1GZk>

FROM THE PRESIDENT'S DESK

Can anyone believe that we have reached the middle of the year already? Where has the first half of 2014 gone?

Its June and our premier event of the year, the Rally of the Bay is set to run next weekend along with our postponed DRS rally, the V Sport Stages which will now also run at Batemans on the Long Weekend. We need every club member along to pitch in and make the Rally of the Bay the success we hope it will be.

Howard Grove is looking after the official's side of things so contact him if you can make it down to the Bay and be a part of the team.

Col Fletcher and the team have done a great job at putting the rally together and making it the best NSW State round of the year. AS huge amount of planning and work goes into running a rally these days and the team has worked tirelessly to bring it to fruition and we thank them all for that.

Just two weekends after the Rally of the Bay we have the Club's round of the Stage Khanacross at the Colo dirt circuit. We again need heaps of assistance. We need time keepers, people to man the barbecue and a number of other jobs. Can you please send me an email if you can come up to Colo and help out on the 22 June please. The best email is president@nsscc.com.au

The question I keep asking myself is what are people looking for in a car club in 2014? Do we still need to have car club meetings? What format should those meetings take? When should we hold the meetings? To try and answer some of those questions I will be formulating a survey in the next couple of months to try and figure out exactly what we need to do to improve membership and involvement in the club.

I ask these questions with the background of having attended the past two Cars and Coffee mornings at Cavallino Restaurant at Terrey Hills. This is a celebration of cars held from 8am to 10am on a Sunday morning in the car park of the restaurant with coffee and a barbecue available. Car lovers bring their machines park them, some are judged as favourites by the People's Choice vote, people perv on the cars, chat about the cars and motor sport and have a few laughs for a couple of hours. It started in February and in five months it has grown to attract several hundred people and a huge selection of cars everything from Datsun rally cars to Fiat 500s and up to the latest Ferrari 460 Specialia and McLaren MP4-12Cs. Should our car clubs become a Sunday morning celebration of sporting cars? Are Monday night meetings old hat and a waste of people's time?.

If you have any ideas or thoughts please drop me an email.

On a final note I had the good fortune to again attend the Otago Rally in NZ in May and what a tremendous rally that is. Compact, spectacular roads, marvellous field and a great atmosphere. If any of you have the opportunity get yourselves over there to catch the action. A big well done to NSSCC club member Coral Taylor whoa called the notes for Neal Bates to claim their second consecutive win in the International Otago Classic Rally, seeing off the likes of Haydon Paddon and Didier Auriol not to mention all of the rapid locals. Well done to Neal and Coral. You can read all about it in my story from Otago in this issue

See you all at the Bay.

Jon Thomson
President



SYDNEY TO LONDON CLASSIC MARATHON RALLY



Our own John Doble from Coogee recently won the Sydney to London Classic Marathon rally.

John co-drove with Geoff Olholm in the Cairns Coconut Resort Datsun 260Z and were well supported by Garry Kirk and Rob Duck from South Australia.

The team enjoyed a faultless run, taking the lead 4 days into the Australian leg and continued to hold first place till the end. The event travelled over 14,000 km, passing through 9 countries in 30 days. "The Australian conditions were a bit of a surprise to some of the international competitors" John said, and "we relished in the rough outback given we were used to competing in Australasian Safaris". This allowed the team to get a sound 10 minute advantage on the rest of the field heading into Europe.



The Australian Leg took 13 days, and after arriving in Perth, the cars were loaded onto an Emirates Cargo plane bound for Ankara in Turkey.

The competitors then fitted tarmac tyres and suspension in readiness for the European leg which travelled through Turkey, Bulgaria, Serbia, Croatia, Slovenia, Italy, France and the UK.

Due to administrative issues several of the European stages were cancelled, however there was still plenty of action to be had and the boys enjoyed the new experience of driving on tarmac for the first time.

"Tyre choice became critical in the wet European conditions" John said they had prearranged several types of tyres to be available across the journey.

The car was brilliantly prepared and maintained during the event by Garry Kirk Motorsport. The Service Vehicle was a Renault Trafic (2 litre diesel) that performed faultlessly.

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



RALLY ARGENTINA RECCE, SHAKEDOWN AND HEAT 1

REPORT BY MICHAEL VETTAS

Well, here we are finally. I have been in Argentina for almost two weeks and it's finally rally time. On Wednesday we completed recce - it's a different experience to anything at home. For starters, the first two stages we completed were close to 130 km from service. These are Saturday Heat 2 stages.

Let me back track by saying over the entire event there are only six stages over three heats. I am not 100% sure why but I have a feeling it's simply the distances to stages that mean you can't have anymore, coupled with the amount of traffic. It means the smartest thing to do to keep everything running to schedule is to run less stages, and they are mammoth stages with five out of the six stages over 30 km each, and the condition of some of these stages you have to question. Nonetheless it's a WRC event and the FIA approved the stages.



We only managed to complete two stages of recce. I am working with two experienced photographers on these events and whilst I would have liked to continue on with recce, it's not a must. With over 20 years experience covering WRC events between the two of them, they have enough knowledge of the stages to know exactly where to go.

Thursday morning was the first of four days shooting the cars on stages. We began with shakedown, and this was also my first experience with Argentinian spectators. They are certainly a lively and rowdy bunch! I am probably lucky I don't speak Spanish but it's not hard to tell what they were saying, and it's not just to me, it's to any and all media, so I didn't feel special!

Shakedown was held just 15 km west of Villa Carlos Paz which is the hub of the rally, on a short 5 km stage. Each competitor had two official runs then as many as they wanted thereafter.

Later that afternoon the first of the Super Special Stages was run.

Friday we move to the first heat and stages 60 km north of Cordoba.





Heat 1

Well Heat 1 is done. Latvala leads over Ogier by the slimmest of margins after the two traded positions all day with Hirvonen following behind.

On to the actual stages - crazy, crazy, terrible! We shot the first stage of the morning SS2 Santa Catalina.

With access hard to come by our only option was to drive through the stage to our spot and sit it out till the entire field had passed. As you can only really do two stages a day anyway it just means picking your spots carefully to maximise your shots.

Our first spot wasn't the best but we still made do. We had a huge wait time, from arriving in to the stage at 7.15 am till almost 12 noon when we were finally able to move. There was obviously an issue on stage as evident by the lengthy delay and that rally cars were driving through at transport speeds, so something had obviously happened further in front.

We finally moved back through the stage and the surface had deteriorated even further to a point where we almost got stuck on numerous occasions even in our 4WD - ditches, huge rocks, a road surface that was unthinkable at WRC speeds, then the reason for the delay was apparent. Ott Tanak had come to a complete stop, ripped out his rear suspension and rolled his car hitting one of the ditches too hard. Mads Ostberg also came to a halt at the exact same spot, ripping the front control arm off his Citroen DS3WRC

We moved on and even gave Mads a lift to our next point so he could phone his team for a lift back to service.

Let me just say again, this stage was terrible. All five photographers in our car agreed that it should never have been run in the condition. In all my years I have never experienced anything like it. When all the photographers but the driver need to get out of the car to get through ditches and mud, it's telling you something! Nevertheless we made it to our next spot and what a spot - a jump with a hump at the end of a 500 m flat straight section on a left bend, followed by a second hump on a slight left (a notch on a steering wheel) sending the cars sideways over the jump. Then came a right hander mud pit with a huge half a metre ditch on the inside. It made for great photos with spectators cheering on in the background.

Let's talk about the spectators. At the Shakedown it was rumoured 10,000 people showed up, then today throughout the stage there were hundreds of people and obviously a lot more than that as it took us close to four hours to get out of the stage and back to service a mere 60 km away! The spectators are fanatics, camping out all day, sometimes even more, we have heard stories where spectators camp from a Tuesday inside some of the stages in the mountains, never moving even when bad weather comes in. Some have even passed away in their tents because they just didn't want to relinquish their spot. They set up barbecues and family gatherings everywhere - the atmosphere is quite electric. Even though they are heckling you in their own language most are friendly even wanting photos with yours truly :)

I am looking forward to Heat 2 where there will be even more people lining the stages cheering their fans on.

Story and photos by Michael Vettas.



CLUB MERCHANDISE

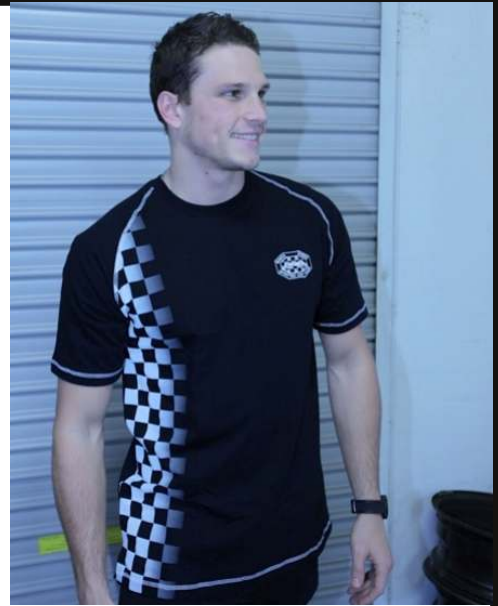


The club has superb range of NSSCC T Shirts available for sale at just \$25.

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.

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RALLY ACTION – KIWI STYLE EH BRO!

The quaint city of Dunedin on New Zealand's South Island may seem like a strange place to stage a International Classic rally but a decision by the local Otago Car Club back in 1997 to run just such an event in the hills and forest surrounding of this corner of 'Middle Earth' has turned to pure gold for them.

17 years on the International Classic Rally of Otago has turned into the biggest Classic event in the Southern Hemisphere thanks largely to the local's pragmatic approach and the inclusion of a 'star' International driver in a local car each year.

In the past the stars have included a stellar cast of rally greats including Bjorn Waldegard, Hannu Mikkola, Juha Kankkunen, Ari Vatanen, Alex Fiorio, Jimmy and Alister McRae, Pasi Hagstrom, Piero Liatti, Ken Block and Miki Biasion, not to mention a who's who of Aussie greats including Geoff Portman, Ross Dunkerton and Neal Bates.

Bates has led the International stars and the locals a merry dance for the past two years, shipping his impressive retro Celica RA40 across the 'dutch' to claim the Classic on debut last year before doing it again this year.

So what makes this event so great? Well not only is the retro theme championed by the fleet of rapid RS1800 Escorts, Toyota Celicas, Porsche 911s, Datsun Stanzas, Mazda RX7s and BMWs to name but a few, but also by the ease of spectating and lay back attitude, it is rallying just like it used to be, no over enthusiastic officials making it tough for fans, easy viewing, a layback attitude and the wondrous sound of Cosworth BDAs, Porsche flat sixes and BMW engines being revved to within an inch of their lives.

Along with all that, you get wondrous backdrops and roads that defy logic along with speed and spectacle that defies sanity.

Rallying may not be everyone's cup of tea and it is fair to say that it takes a bit of fortitude and resolve to chase rally cars all across the Otago countryside, particularly when it is 8 degrees and blowing a gale with a wind-chill that feels like minus 5, but there is reward for the adventurous.

Watching drivers like Hayden Paddon, NZ's great hope for the WRC, behind the wheel of an RS1800 Escort on the Otago, driving at a pace that would have done past masters proud was an experience to be savoured, especially with the likes of Neal Bates in his rapid retro Celica giving chase, not to forget the plethora of local Kiwi pilots, who do know a thing or two about throwing Ford Escorts down narrow gravel roads. (here is a You tube link of some spectacular on board of Paddon in this year's Otago) <http://youtu.be/ZTYS4QiCq0A>

Dunedin is no Monaco of the South but it is a pleasant little city full of buildings that mark it as being trapped in a time warp, a throwback to the boom days of the 1940s and 50s when agriculture filled the pockets of the town and even before that when Gold brought prospectors and prosperity to this little Scottish enclave Down Under.

However despite the feeling of time warp Otago is now a University town so well as following the rally cars from sun up to sun down there are some great little restaurants and bars to warm up in after a day rambling across the hills of Otago.



Haydon Paddon was by the fastest man on day one of the two day International Classic but Neal Bates was never far away, Paddon powering and sliding the Cosworth engine Escort like a modern day Ari Vatanen. He built up a lead of over 20 seconds on Bates until at very high speed in top gear on the final stage of the day a badly written pace note caught the young flyer out and the Escort rolled out of the rally, leaving Bates with his smooth and flowing style to dominate from there until the finish.

The icing on the cake was a the final stage of the day on tarmac around the Dunedin dock area with the Classic cars power sliding around the course with inside wheels dangling in the air and tyre smoke being generated at every turn, leaving thick black rubber marks to entertain the thousands of spectators who packed into vantage points to watch

While Paddon was out the rally still held plenty of interest on Day 2 when the wind had dropped, the sun shone and the Otago countryside sparkled.

Bates was poetry in motion on the final day, caressing the Celica around the sinuous ridge top roads in a class of his own. Behind him an unknown Kiwi called Regan Ross (even many of the locals didn't know who he was), powering and sliding his Escort superbly in second until the tricky roads also caught him out and he crashed back to obscurity. This left the podium battle to local Derek Ayson, a three times past winner of Otago in his Nissan powered Escort and long time rival Deane Buist also in an Escort with Buist winning out to take the second step 1min 46.9secs behind Bates with Ayson taking third another 1min 12 secs further back.

Didier Auriol, the 1994 World Rally Champion struggled with setup on day one but some adjustments and a confidence boost saw him fly on day two to grab fourth outright just ahead of Aussie Porsche driver Jeff David.

The other bonus for an Aussie heading to the Otago is that the South Island of NZ is filled with drivers roads that are just fun and enjoyable, sparsely populated and only occasionally patrolled by the local constabulary who aren't quite as savage or revenue hungry as our boys in blue back home.

If rallying is your thing then you might consider jumping on the bomber for Otago next May and sample some of the best classic rally car action on the planet.



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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*Media exposure to local and international television to millions

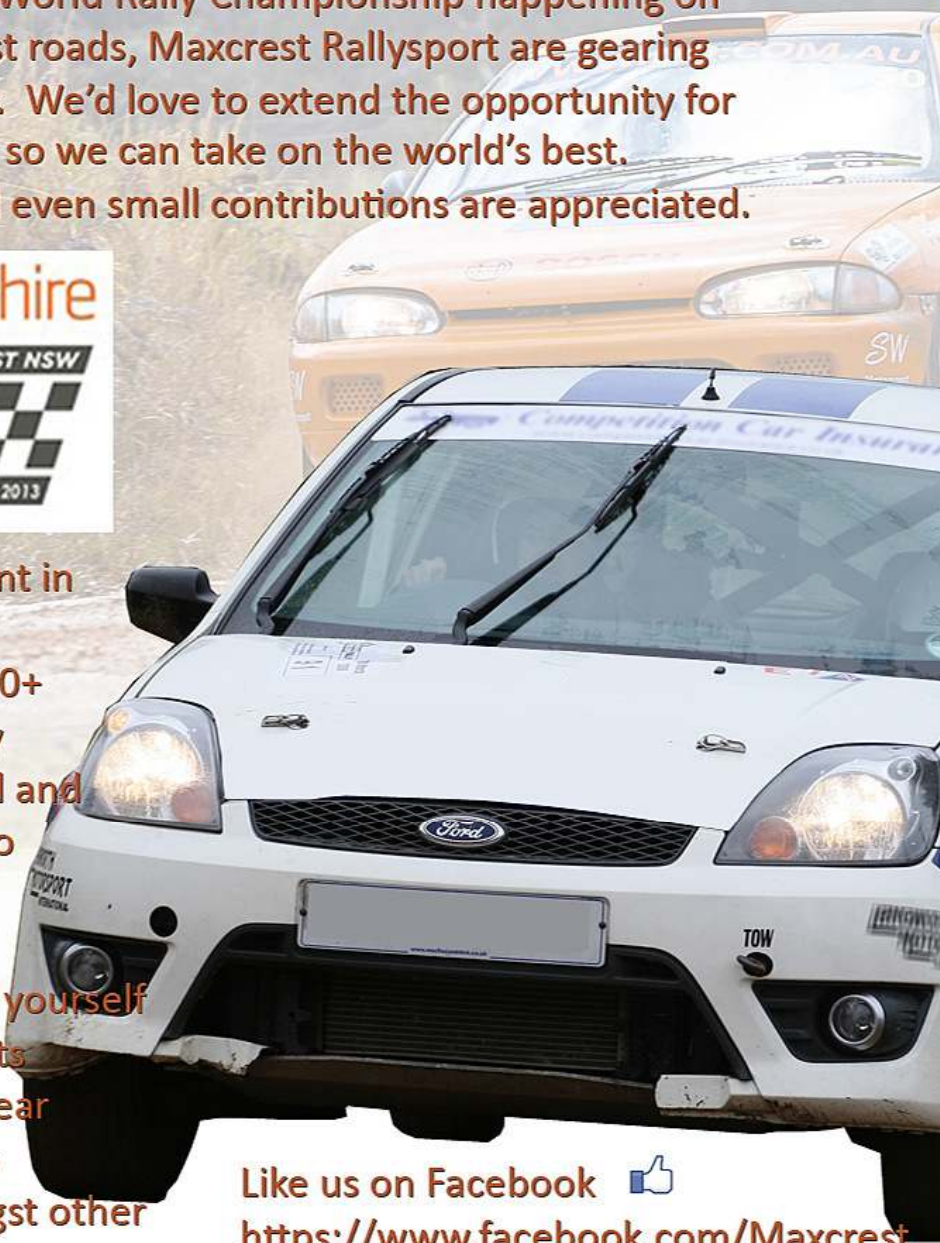
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RACE TECHNOLOGIES COULD MAKE CARS SAFER

ADVANCES made in Formula One race car construction since Ayrton Senna died 20 years ago have not only transformed track safety but could also have a similar effect on passenger cars, according to a leading motor sport official.

Indeed, Australian driver Mark Webber would almost certainly have died in his enormous 2010 crash during the Spanish Grand Prix had safety standards not been greatly increased by the Federation Internationale d'Automobile (FIA) in the period after the death of Senna and Roland Ratzenberger on the same weekend in 1994.

The prevention of further deaths in what is considered the world's most dangerous sport is a cause of some pride, Garry Connelly told the Cars of Tomorrow conference in Melbourne.

"It's been a deliberate strategy, a Formula Zero strategy, which I believe has relevance to all disciplines of motor sport and to road-going activities," he said.

The safety improvements are the result of work by the FIA Institute for Motor Sport Safety and Sustainability, where Mr Connelly is deputy president.

He is also an FIA steward at the World Rally, World Touring Car and Formula One championships.

Mr Connelly said extensive testing by the institute had discovered that coating an F1 car's carbon fibre tub with a 6mm thick layer of zylon changed a fatal side impact accident from a fatal crash to one where a driver could walk away.

"That's quite remarkable," he said. "Add a €40 (\$61) piece of fabric and suddenly you have gone from a fatal accident to a walk-away situation."

Mr Connelly said the institute also revised the standard for the driver's seat that, under 1999 rules, had to be able to withstand a side impact of 24G (24 times the force of gravity).

He said crashes were registering higher loads than that, so the institute decided to ramp up the minimum standard to 70G.

The first test completely ruined a €20,000 crash test dummy and would have been unsurvivable.

"Does this have roadgoing application?," he said. "I would think it does."

Similarly, the institute wanted to minimise the dangers of a side impact for rally cars, where there is only a 200mm distance between the point of impact and the driver or navigator. The maximum survivable impact speed was considered to be 32km/h.

Mr Connelly said making the car rigid would only transmit all the forces to the passengers, so the institute looked for an energy-absorbing solution. Data recorders show most impacts were about 60km/h.

"Our guys came up with a wafer system, a laminate system of metal and foam and, in this case, at 60km/h, they discovered it was survivable, and possibly a walk-away," he said.

While the laminate structure was impractical for production cars, the institute worked with some foam manufacturers to come up with some specifications of foam which, when placed inside the door skin, would absorb that kind of impact.

Mr Connelly said composite materials also had enormous potential.



"I believe we will start to see more and more carbon-fibre used in unusual places in the automotive industry coming out of what we have done in motor sport," he said.

"There is no reason why you can't legislate, if you have the will, to make cars a lot safer than they are."

Mr Connelly also said the radical new engines to be seen for the first time at the Australian Grand Prix will also promise great benefits for production cars.

The new drive trains incorporate a 1.6-litre turbo-charged engine fitted with two energy recovery systems: a kinetic energy recovery system already seen on earlier F1 cars and a heat recovery system which converts exhaust heat into electricity.

The kinetic recovery system generates electricity from the rear wheels when the driver is braking and the heat recovery system generates electricity from the exhaust flow through the turbo-charger when the car is accelerating.

"Is this technology transferable? Absolutely. It has been that way for decades and will continue to be."

While the system is complex, the manufacturers claim they have already beaten the FIA's horsepower target, which was to match the 2013 output of around 700hp (521kW).

Mr Connelly pointed out that these new engine regulations would be backed up by a dramatic reduction in fuel allowance, which will be reduced from 140kg a race to 100kg.

"They are using less fuel and making more power," he said "It's a great outcome."

Mr Connelly said the two energy recovery systems together produced around 161hp (120kW) for 33 seconds a lap, which was about how long cars were under full acceleration.

"That's 161hp recovered from stuff that would have been wasted previously," he said.

But there will be a downside, at least in the early races.

"The teams have had each car's engine allocation from eight to five this year, so they have got to make them reliable," Mr Connelly said.



"But I wouldn't go placing a lot of money on your favorite driver this weekend until we see the reliability of the cars during practice.

"I think we will have a few little hiccups in the first few races. Hopefully not."

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2014 WRC CALENDAR



Rallye Monte Carlo	14.01. - 19.01.2014
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

HYUNDAI VELOSTER TURBO GETS TEETH

Hyundai's recent foray into the World Rally Championship appears to be only the beginning of the car maker's motorsport activities, having confirmed Pikes Peak champion Rhys Millen will return to the new Global RallyCross Championship (GRC) in a beastly Veloster.

The pumped up Hyundai Veloster is powered by a highly-tuned turbo-petrol 2.0-litre four-cylinder engine that pumps out more than 450kW and 800Nm. Fairly modest really... Ahem.

The hard-charging RallyCross car is also fitted with an XTRAC centre differential for four-wheel drive traction, a necessity on the tight, muddy race tracks of the race series.

Aggressive bodywork is design to improve downforce on the car, while beefed up suspension was necessary to ensure the car can withstand getting airborne, a common occurrence in RallyCross.



Rhys Millen Racing (RMR) has developed and prepared the cars and the drivers include two New Zealanders, Millen himself and Emma Gilmour.

Millen, son of Rod Millen, was the 2008 Formula Drift World Champion and has set seven Pikes Peak records, as well as finishing third in the 2012 GRC.

"The RMR Veloster is perfect for GRC by giving enthusiasts a glimpse of affordable, fun-to-drive production cars exploited to their full race potential in an action-packed rallycross series.

"Even more, I'm especially proud to have Emma as a teammate; with many top rally drivers hailing from New Zealand, her consistent top performance is sure to impress at every stage of the series," he said.

Emma came second overall in the New Zealand Rally Championship and says she's stoked to be the first female driver in the GRC

"It's a true privilege to be the first female driver in the GRC series, and I'm confident my performance will open up more opportunities for a number of great female rally drivers in the future," she said.

Spread across 10 events mainly in the USA, the GRC kicks off in Barbados on May 17 and will be integrated into the BBC's Top Gear Festival.

Unlike the World Rally Championship, GRC sees drivers fanging around short tracks, usually with large jumps within an arena to provide optimal views for spectators.



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