



## NEXT MEETING

**Monday 3rd  
March 2013**

Roseville Memorial Club

Pacific Highway

Roseville

8pm

### Dress Requirements

Shoes, Socks and Shirt.

No thongs

### Website

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

### Membership Enquiries

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of Spirit, Strength and  
Drive to the Rear Wheels!

# Wheelspin

MARCH

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

**Sunday the 23rd of March**

NSSCC Khanacross @ Colo Park

**Saturday the 5th of April**

NSSCC Hosted VSport Stages Rally @ Termeil

**Sunday the 27th of April**

Interclub Challenge Round 2

ToyoSports Autocross @ Colo Park

**Sunday the 11th of May**

NSSCC Khanacross @ Colo Park

**Saturday the 7th and Sunday the 8th of June**

Kumho Tyres - Rally of the Bay @ Batemans Bay

**Sunday the 22nd of June**

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

# FROM THE PRESIDENT'S DESK

It is with both happiness and sadness that I sit down to write this editorial for the club magazine.

You see this morning I have been told of the untimely passing of long time club member and current committee member Lisa Emmerson. Lisa was always a smiling face and a willing helper with club activities, a regular co-driver for Syd Sparkes and just a terrific person to have around. It isn't clear how Lisa has died at this stage and it is not our place or appropriate to engage in speculation, suffice to say that it is a tragedy and our hearts and thoughts go out to Lisa's two daughters and her husband and family. Rest in Peace Lisa.

It is very difficult to write such words and then to immediately turn to the joy that the club enjoyed with our belated 60th Anniversary celebrations at the St Ives Showgrounds last month but Lisa was at the function and had a great time so we can perhaps console ourselves that her last involvement with the club was a happy and enjoyable one.

The 60th was a fantastic night, made all the better by the involvement of you the members and the terrific location in the Pickering Pavilion, I know many were sceptical about how a party like this would go in a big tin shed in the middle of a big showground area, but with a fleet of interesting cars spanning the decades on display in between the tables, a great band playing music across the decades, some terrific food from our caterers and a lot of good chat and some faces from eras gone by as well as current members.

Fantastic to have a chat with members who have a long history with the club including James Laing Peach and Geoff Adams as well as some of most accomplished present members Molly Taylor and Bruce Garland.

One of the things I mentioned on the night was a goal of obtaining some premises and facilities for the club by the time it reaches its 70th anniversary in 2022. We are throwing around some ideas about how we can do this including perhaps raffling a fully prepared rally car and other high value items. The concept perhaps would be that the club look at buying some sort of commercial premises, perhaps a two story industrial unit where the club could have the upper level as club rooms, which could potentially be hired by other clubs, while the downstairs areas could be rented permanently to generate income for the club. It is certainly worth thinking about so that we might secure the club's future and give club members something more than it has now.

Of course the first event of the year competition wise was the National Capital Rally in Canberra, the opening round of the ARC and also the Garys Motor Sport Tyres NSW Rally Championship. North Shore Club members were well represented and performed well. Dale Moscott sat alongside Scott Pedder in the Renault Clio R3 and recorded second o/r in the ARC for the weekend. NSSCC's Richie Dalton had a DNF with drive shaft problems in his Evo but bounced back to take 1st o/r in heat two on Sunday with former Ken Block co-driver Alex Gelsomino alongside him, taking 5th o/r in the ARC 4WDs for the round, a mighty effort and very exciting to watch. Our own Coral Taylor sat alongside Neal Bates to again take the Classics in the Celica while Jeff David took second in his Porsche and our club treasure Nigel Walters was third sitting alongside Trevor Stilling in the Stanza.

In the NSW section our own Russell Dixon brought the little Peugeot 306 home in 11th o/r.

Now for future events.

The club is running one of our superb khanacross at Colo on Sunday 23 March, sup regs and full details are on our website at [www.nsscc.com.au](http://www.nsscc.com.au). Would be great to see you all there competing or officialing.

North Shore is running the first round of the all-new Development Rally Series, the replacement for the old Clubman Series, with the VSport Stages at Termeil on April 5th. We will desperately need help with officials so please come on down for a great weekend in the bush and a great warm up for our Rally of the Bay in June.

June will be a busy month with the Rally of the Bay on the Long weekend 7-8 June and that will be followed pretty quickly by the North Shore NSW State Khana round at Colo on Sunday 22 June.

I look forward to speaking with you all again next month in hopefully happier circumstances.

Jon Thomson  
President

# FORD TO RETURN TO RALLY CANBERRA.

Navigator James Ford will rejoin Russell Dixon in the Peugeot 306 F2 kit car for the 2014 Rally of Canberra. After a number of successful events in the 2013 NSW Rally Championship with serial navigator Ray Baker, Dixon is rejoined by Ford to contest the revamped NSW Rally Championship.

After resurrecting the long lost 306 in 2013, the Dixon / Ford pairing is looking forward to increased speed this season.

A rare car, the 306 kit car was built in 1996 from a factory shell and Peugeot Sport F2 factory 'kit'. It contested a number of European and WRC events through 1996 – 1999 seasons before being mothballed in Australia for more than 12 years.

The 306 Maxi was an iconic rally car through the 1990's. The last generation of which gave the 4wd WRC cars a real hurry up on tarmac. Dixon's 306 now has a series 1 full specification Maxi Group A engine, although for longevity the team has reduced the stratospheric rev limit from 10,000 to a much more manageable 8500.

'We have spoken in depth with the engine builders in the UK, the Peugeot engines are very reliable but at 10000 rpm the race life is limited to around 20 hours. By retuning it to 8500rpm engine life extends many times this amount.

We really learnt a huge amount in 2013 about running the 306, it's a really beautiful piece of kit, but was configured all wrong for Australian rally conditions,' Dixon commented. 'The original suspension was configured for tarmac and although we ran reasonably well in 2013, we have made leaps and bounds in drivability for this year'.

Over the last few months the car has been stripped and prepared for 2014. Peugeot specialist Andrew Nichols has developed and prepared the car and a full rebuild of the suspension was carried out at MCA. 'Credit must go to both Murray (MCA) and Andrew in assisting with the car, as an ex factory 'kit' car every element is often not as straight forward as you might consider. MCA have done a brilliant job in rebuilding the suspension and this has really changed the drivability of the car.'

Whilst still retaining the memorable green yellow and purple paint scheme the 306 should show its true colours and memorable sound in the forests around Canberra in early March.

The team is grateful for the support from:

Kumho Tyres, MCA suspension, Andrew Nichols, Phil O'Sullivan and Gary Moore.



*Image by Dr J Photography*

# SCOOP: LANCER EVO TO RETURN

After several years of meagre sales and ho-hum products, Mitsubishi appears to have turned a corner following significant internal restructuring including rechanneling resources from an underperforming plant in Europe to bolster its North American production facility and announcing a collaboration with the Renault-Nissan Alliance.

That turnaround will see the company post record net profits for fiscal 2013 on the back of debuting three strategic SUV concepts at the recent Tokyo motor show, which will form the basis of the company's future core product line-up including the next Pajero and Outlander (and plug-in hybrid versions thereof).

In line with Mitsubishi's 'New Stage 2016' business plan spanning the three-year period from 2014-2016, company CEO Osamu Masuko said that his R&D team will streamline Mitsubishi's current 23 models built on 12 different platforms to just 13 models on seven platforms by 2016. Mitsubishi will also build two sedans using Renault platforms.

And here's a scoop – while Mitsubishi's next-generation Lancer will employ a Renault platform, the company's next high-performance Evolution model will not.

'But I thought the Evo was in cryogenic freeze, with the current Evo X never to be replaced,' we hear you say. Not so.

In early 2011, one British publication reported that the "Evo series is dead with the Evo X." In response, CEO Masuko made the unprecedented move to counter those claims by saying: "The Evo as you know it is no more. The new model will take a completely different direction. What you will see in the near future will be a totally new Evo that employs innovative technology and inspired handling".

Our source in Japan has now confirmed that, uncovering plans from inside the halls of Mitsubishi's Tokyo HQ that show the company is well into the development of a next-generation Evo.

The image you see here is an artist's impression of what the next-gen Evo might look like, based on design cues of recent concept cars like the stylish XR-PHEV concept revealed at Tokyo.

However, from what we are hearing, the next Evo will be so different to the 10 Evo generations that were churned out like clockwork every two years since 1993 that it will most probably end up with a totally new name.

Firstly, the demands on the performance and handling side are so great that no Renault platform could cope, says our insider. The next Evo will be an extension of the huge strides that Mitsubishi has made in battery and plug-in electric vehicle (PHEV) technology, as witnessed in the Outlander PHEV.

The next Evo will be a fusion of "uncompromised handling with state-of-the-art plug-in hybrid EV technology," stresses our contact.

That's why it has to employ a unique platform. The next Evo will be a showcase of the company's premium technologies and must therefore sit on a specially developed platform. It all comes down to the cost effectiveness of next-generation PHEV technology, which must achieve greater range while incorporating a smaller engine, smaller electric motors and lighter, better performing batteries.

The company's new modular technology will incorporate a 'downsized' direct-injection turbo-petrol engine and a revised version of Mitsubishi's tried-and-proven Super All-Wheel Control (S-AWC), which integrates the management of an active centre differential, active yaw control, active stability control and sports ABS.

Our source tells us that the Evo's R&D team is currently evaluating an enhanced version of the 100kW 1.1 litre three-cylinder turbocharged engine powering the sharp-edged XR-PHEV concept revealed at the Tokyo show in November.



# SCOOP: LANCER EVO TO RETURN

"This engine generates at least 35 per cent more power than any comparably sized engine," says our source, "so it should be plenty for the new Evo."

The next-gen Evo will also be 4WD, but not as you know it. Like the Outlander PHEV, the Evo will employ motors front and aft, but while they will generate similar amounts of power, they will be significantly downsized and the battery pack will be slotted in under the rear seats, resulting in perfect 50/50 front/rear weight distribution.

Yet another source close to Mitsubishi informs us that the next-generation S-AWC, when integrated with the front and rear electric motors, will achieve handling capabilities that will surpass any previous Evo, including the Evo X.

And that is why, he says, the new Evo will not employ a Renault chassis. "Sure, the stock Lancer is slated to sit on a Renault Megane platform, but the Evo requires something quite special, a platform that can only be developed in-house."

And that raises another interesting point. If the next Evo does not employ the same Renault platform as the next Lancer, then it will not be defined as a Lancer. So it will need a new name, says one Mitsubishi source.

Whatever Mitsubishi calls it, the new 'Evo' will rival its most direct competitor for performance, handling and fuel-efficiency, with state-of-the-art plug-in hybrid technology making it all possible.

As found at [www.carsales.com.au](http://www.carsales.com.au)

By Peter Lyon

carsales



# CLUB MERCHANDISE

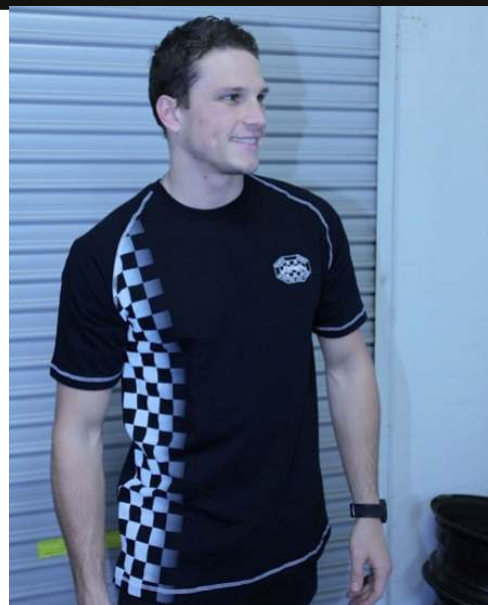


The club has superb range of NSSCC T Shirts available for sale at just \$25.

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

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Payment Method:    Cheque    or    Card    (Please Circle one)

Total Amount:\$.....

Card Number:.....    Expiry .....

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

# RALLYING IS A MATTER OF SPIRIT, STRENGTH AND DRIVE TO THE REAR WHEELS!

*Tim Wilkins and Andrew Chapman were not lacking in spirit or strength whilst competed in round one of the Gary's Motor Sport Tyres NSW Rally Championship in Canberra but they did lack drive to the rear wheels of their Nissan S15.*

*The new driver/co-driver pairing gelled quickly at the event and despite taking a conservative approach to the demanding road conditions in the Canberra, the team were up to 7th outright and second in class when the differential on the their Nissan S15 inexplicitly failed on a transport stage leaving the team stranded and relegated to directing Canberra traffic at a set of traffic lights.*

*Despite this setback Tim and Andrew have taken some positives and more importantly experience away from the event and are looking forward to round two of Gary's Motor Sport Tyres NSW Rally Championship in Batesman Bay on the 7th and 8th June.*



john | douch  
PHOTOGRAPHY  
Specialist in motorsport photography



# 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

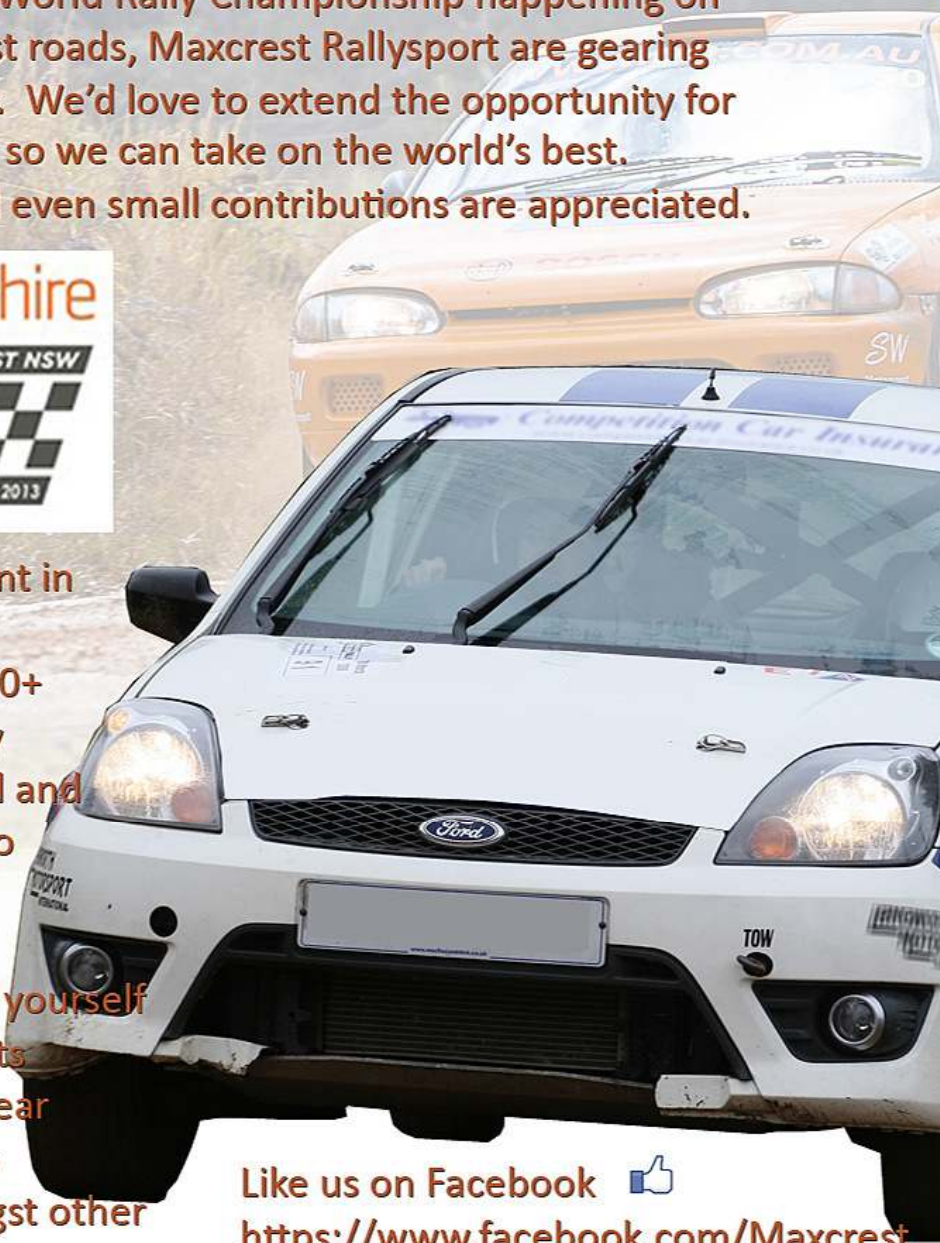
\*Team involvement with yourself and your local staff/clients

\*Car signage and team gear

\*Team video and posters

\*Cross promotion amongst other supporters

\*Social media promotions



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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 |

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