

Wheelspin

Official Magazine of the North Shore Sporting Car Club

Volume 65 | March 2015



MICHAEL SOUTH DOES IT AGAIN AT THE FEBRUARY ROUND WINNING THE TWILIGHT RALLYSPRINT IN HIS MEAN SUBARU WRX

Also in this issue...

Vale Geoff Adams and Leo Geoghegan

Mike Sinclair Samples Toyota 86 Race Car At NSSCC Rallysprint

Molly Taylor Announces Dual Campaign For 2015

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COMING EVENTS

2 Mar	March Club Meeting Roseville Club
19 Mar	Rd 6 Summer Tarmac Twilight Rallysprint Sydney Dragway
18 Apr	NSSCC Caves Classic DRS Rally
10 May	NSSCC State Khana Colo
27 June	NSSCC Gravel Rallysprint Sydney Dragway
11 Jul	NSSCC Rally of the Bay Batemans Bay
15 Aug	NSSCC khanacross Sydney Dragway
11 Sept	Rally Australia WRC Coffs Harbour
11 Oct	Bathurst 1000 Mt Panorama
22 Oct	Rd 1 2015/16 Summer Tarmac Twilight Rallysprint Sydney Dragway

MARCH CLUB MEETING

Come and join at Roseville Memorial Club on
Monday 2nd March

Come and enjoy a cold beer, a great meal and a chat with fellow club members.

Dinner from around 6.30pm. Club Meeting from 8pm

See you there!

MEMBERSHIP ENQUIRIES

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ON THE COVER



Michael South does it again at the February round winning the Twilight rallysprint in his mean Subaru WRX

Welcome to the March issue of Wheelspin as the year races on.

We feel very good about the future of North Shore Sporting Car Club with the success of the Summer Tarmac Rallysprints and the huge surge in membership that has come as a result of running these fantastic little events that seem to have captured the imagination of the rally fraternity.

None of us ever imagined that these events would be so successful and give the club such a healthy boost both in terms of numbers and bottom line. Rest assured we are not accumulating finances just for the sake of it. The longer-term plan is to secure the future of the club by investing in some property or a facility that will enable our members of the future to continue to enjoy this great club and to build a legacy that our past and present members can be proud of.

Of course speaking of members past it is with great sadness that we farewelled club stalwart and past president Geoff Adams who died in February after a long illness. Geoff had been a member of NSSCC since the mid 1960s and was our longest standing member. He was still contributing to the club until virtually the end. Early last year, he was a star of our 60th anniversary and was still down at the Bay last year visiting residents in the lead up and they're to give a hand. Geoff will be sorely missed, he was the elder statesperson of the club and he will never be forgotten. RIP Geoff.

In two months time we will face our 2015 Annual General Meeting. It will be five years since I became president and I am reaching or some might say have reached my use by date. It is time for someone else to step up to the role and take on the task of steering the good ship into the stormy waters of club motor sport in the future.

We have as a team helped restore some of the pride and passion into North Shore, restored the membership numbers and bolstered the bank balance. Our Rallysprint series has been largely responsible for this taking membership from around 50 back in August last year to almost 400 as we speak. Along with that the bank balance has never been better

Back in 1980 when I first joined North Shore the club ran an event just about

every month of the year, there were hillclimbs at Silverdale (now closed) and Amaroo (closed), dirt circuits at Amaroo (closed), Jilliby (closed) Supersprints or lap dashes as they were once called at Amaroo and Oran Park (also closed) and the club ran two rallies every year, a clubman at Braidwood and a State round at Batemans Bay as well as a Six Hour relay race at Amaroo Park.

Thirty-five years later Sydney has more than doubled in size and we have just one racetrack and no dirt circuits, no hillclimbs. Our club has struggled to find venues to run the simplest of club events and it has been increasingly difficult and more complex to run events. Thank heavens for Sydney Dragway and the advent of our rallysprints (and some other interesting events planned for there later in the year...stay tuned)

It is easy to blame CAMS but it is bigger than that, it is a symptom of the way we have allowed things to get in our society. Everything has to be risk assessed and made more complex for even the simplest things. Lets face it hi Vis clothing is now an industry in itself all because some risk assessors and insurance companies are trying to cover their arses.

Thankfully there is light at the end of the tunnel. Luddenham Raceway is under construction offering Western Sydney a venue that will be a less expensive alternative to Sydney Motor Sport Park particularly for lap dash/supersprints and time attacks.

North Shore once had a thriving tarmac and racing fraternity and it would be great to be able to revive that following within the club. Certainly with the tarmac rallysprints we now have a lot more members interested in the hard stuff.

North Shore has also agreed to take up a foundation club membership with the new CASAR Park track proposed for just north of Wyong so when that come on line in 2016 we will be running events there.

This year will see North Shore back to running an event per month pretty much with the six rallysprints across summer, our DRS rally the Caves Classic on 11th April, our round of the NSW Khanacross title on the 10th May. We are looking at a gravel rallysprint at Sydney Dragway on Saturday 27 June. In July we are staging our biggest

event of the year, the Rally of the Bay, a round of NSW Rally Championship and one we need plenty of help with. In August and September there will be a Khanacross and possible a time attack at Luddenham. Then it will be time for our 2015/16 Summer Rallysprints. It will be a big year.

It is great to welcome VSport as an advertiser in Wheelspin and they are extending a great offer to NSSCC members with a 10 per cent discount on purchases made when you show your membership cards. Welcome aboard V Sport and lets get behind their support by supporting them with our custom.

Have a think about how you can contribute and become more involved in the running of the NSSCC. See you at Sydney Dragway for the final tarmac twilight event.

POSITIONS VACANT

We have a number of Club positions that need filling now and for the coming year

WHEELSPIN EDITOR

Every month we publish the North Shore SCC magazine as a PDF. Your job will be to gather all the articles together, writing a few pieces yourself and getting everything off to the graphic designers who put the PDF together for us. It will consume about 10 to 15 hours of your time per month.

CLUB POINTSCORER

We need a spreadsheet guru to track the club championships we want to reinstate. Again it is not too time consuming but we need some one to relieve the pressure and burden from the ones who do all the other work.

PUBLICITY OFFICER

We need someone who can keep the media and social media fed with info about the club and our events. Again not too time consuming but for the rest of the committee.

VALE GEOFF ADAMS

It is with great sadness and regret that we report the passing of North Shore's most senior member, Geoff Adams. He passed away after a long battle with cancer, he was 84.

Geoff was a member of North Shore SCC for 52 years joining the club in 1963 and becoming involved in all manner of motor sport from rallies to circuit racing and was part of the team that pioneered the six hour relay race which was one of the club's key events through the 1960s, 70s and in the 1980s.

Geoff campaigned his V8 Monaro in rallies in the late 1960s and early 1970s

but he admitted he wasn't fast enough to be a serious threat and so when he 'retired' from driving he threw himself into being an official and administrator and became president of the club for several years in the mid 1970s.

Geoff was a well-known popular and fair CAMS steward for many years and was always a smiling face at motor sport events on dirt or at circuits. He was a regular at all North Shore rallies running controls and helping with the set up of Rally of the Bay events right up until 2014.

At the North Shore 60th anniversary celebrations in February 2014 Geoff

regaled with tales of taking his work Holden station wagon on a muddy car trial near Wisemans Ferry where famed rally driver and journo Evan Green helped un bog the EH in treacherous conditions. It was a recollection of a past more innocent era of motor sport fun.

Everyone involved in North Shore in the past and now will hold memories of Geoff Adams in their hearts.

Our condolences go to Geoff's widow Elizabeth as well as his son Ian and daughter Mary, Geoff may be gone but he will never be forgotten at North Shore Sporting Car Club.

FEBRUARY TARMAC RALLYSPRINT ATTRACTS ANOTHER BUMPER FIELD

A total of 89 entries, around 83 starters made the 19 February, fifth round of the NSSCC Summer Tarmac Twilight Rallysprint Series another massive success and one, which Neal Bates, would probably prefer to forget. After winning the first three rounds Neal and Coral have been under pressure from Michael South in his big horsepower Subaru for the last two rounds. South won round four in January and backed that up with a win at round five with Neal blowing the clutch in his Celica on the first run and having to move to the journo Toyota 86 for the remaining runs.

The result saw Michael South win from Andrew Mills Subaru with Daryl Bush's Toyota Corolla WRC replica in third, with Neal Bates finishing in 12th one place behind his son Harry.

Heading to the final round on 19 March Neal Bates leads the outright points on 100, just 12 points ahead of Michael South with the fast and consistent Steve Marlin in third on 80 points, while Andrew Mills in fourth on 70 points.

Some drama on the night included Adam Casmiri rolling his Nissan Micra turbo at turn four, both he and his co-driver were unharmed but the Nissan had to be retired for the night. Peter Townsend (Not the one from The Who) in his Charger also crashed put damaging the front corner of the venerable Valiant two-door six-pack.

Apart from that it was a trouble free night that ran well and entertained the competitors and spectators alike. We are all looking forward to the final round of the series on Thursday 19 March.

MORE PHOTOS ON FOLLOWING PAGES







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MOTORING.COM.AU JOURNO MIKE SINCLAIR SAMPLES TOYOTA 86 RACE CAR AT NSSCC RALLYSPRINT

The invitation to sample the Toyota 86 one make series prototype came with the threat of excommunication if we blabbed but ironically was in a very public and properly competitive domain – a round of the North Shore Sporting Car Club's Eastern Creek Rallysprint series. Held on Thursday nights, the events comprise multiple timed runs of a tarmac 'stage' which winds around the access roads and track of the Western Sydney Dragway.

Fast, easily consumable and easily accessed motorsport, the series has attracted strong support from club members and on the night yours truly competed, saw over 80 cars compete (including a handful of standard and modified 86s). Although not exactly the discipline for which the NBM 86 GT was built, the event delivered at least a taste of what series entrants can expect.

I predict smiles...

In keeping with the mantra of accessible, affordable grass roots motorsport, Toyota's brief was to retain standard components when and where possible. And that's exactly the approach Neal took in developing the Pro-Am 86 GT.

"The 86 is such a competent car that it has just been a matter of building race-durable components into it without interfering with its character," Bates told motoring.com.au between Rallysprint stages.

"The aim was to modify the street car so that was pretty much bullet-proof in racing conditions. But it still had to be satisfying and fun for the driver," Bates said. Development is yet to be frozen but some basics are already in place.

Engine room modifications have been kept to an absolute minimum and no internals are touched. A tuned set of extractors and big bore exhaust free up an extra 18kW or so in concert with a MOTEC ECU.

The extra power and noise are handy but the important part of the swap is the ECU, which will help ensure there's a level playing field in terms of performance. Come race time, the ECUs will be locked, capable of being moved from car to car in case of parity concerns.



Suspension and brakes are arguably the most important modification however. Suspension expert Murray Coote has built bespoke MCA coil-over dampers for the series, thus offering the ability to tune the car to individual drivers and circuits. Oversized AP Racing discs and calipers (four-piston units up front) will ensure the braking will be up to the job.

Engine oil cooler is fitted for durability, but at this stage the clutch is standard.

Although all of the above components will be 'controlled' and no substitution will be available, CAMS requirements of roll cage, seats and belts will all be free choice for competitors.

The series is yet to confirm a control wheel and tyre package.

Bates anticipates competitors will take varied paths to the grid.

"We will be able to supply completed cars ready to race; all or just some of the components to build a car; or alternatively entrants will be able to source the approved parts directly and build their own car," Neal explained.

He estimates a racer could be completed for less than \$40,000 assuming some mechanical expertise and a used 86 GT as the donor car. Given the exposure the series is expected to get, that's a cheap ticket to ride.

And despite the relatively humble mechanical beginnings and modest mods, the cars should be quick.

Bates has already extensively tested the prototype and posted surprisingly rapid lap times. Toyota says in Neal's hands

the Pro-Am 86 GT lapped Mt Panorama in 2min 42.6sec, Wakefield Park in 1min 8.7sec and Winton Motor Raceway in 1min 37.8sec.

Yours truly's 'debut' in the car wouldn't worry Neal's times but with the assistance of co-driver NBM's own Anthony Caldwell we managed a midfield finish, fourth fastest in our class and fastest 86.

With a decent set of lights I reckon there was a couple of seconds still to come on the short, tight stage... Ever the racer...

Importantly, it demonstrated the potential of the 86 as a grass roots performer. NBM's set up of the car delivers prodigious grip (perhaps too much given the modest torque output of the 86's 2.0-litre flat four) and precise, predictable steering and handling mean you can place the car accurately just so...

On a fast flowing circuit like Phillip Island, assuming you can maintain the corner speed the racing would be at worst entertaining and at best spectacular.

Mega-dollar Porsche Carrera Cup aside, one-make series have a chequered history down Under. You probably have to go back to the original Suzuki Swift GTI series of the mid-1990s to see one that was truly a success. More recent attempts have either been under-subscribed, under-funded or both.

With the might of Toyota Australia and the expertise of NBM behind this one, the result may very be very different.

A grid of 40-plus 86s as a support race to the 2016 Bathurst 1000? I bet you'd pay to see that...

YOO HOO JUHA CAN YOU COME TO CANBERRA?

While the inductees into the Australian Rally Hall of Fame are yet to be announced for 2015, the organising committee is very excited to have secured one of the greats of the rally world, Juha Kankkunen as guest speaker.

Following on from the hugely successful inaugural and 2014 Rally Hall of Fame Gala Presentations, the RHoF Committee is proud to announce it has matched the high standard of guest speaker achieved last year in the globally popular Ari Vatanen. Fellow Finn Juha Kankkunen is a four times world champion himself and continues the tradition that has established the Rally Hall of Fame on the annual motorsport calendar.

The Gala Presentation will run in conjunction with the *National Capital Rally*, the second Round of the *East Coast Bullbars Australian Rally Championship*, on Thursday 14th May. "Last year's event proved a massive hit with Ari, so we are absolutely ecstatic to welcome Juha as our guest of honour for this year's gala awards," said the Hall of Fame Committee member Col Trinder.

Kankkunen was active in the World Rally Championship from 1983 until 2002,

including stints with Toyota, Peugeot, Lancia, Ford, Subaru and Hyundai.

In 1986 he became the sports youngest ever Champion when he mastered the almighty Group B Peugeot 205, and then backed up his success the following year when he switched to a Lancia Delta.

Kankkunen, who has also competed in the Dakar Rally, the Pikes Peak Hillclimb and twice won the Race of Champions, is widely regarded for winning three of his four World Championships with different manufacturers, a result that has never been beaten. Organisers have urged the rally community to book early and avoid disappointment as many did in 2014 with Ari Vatanen. Tickets are strictly limited so get in early.

Tickets can be purchased on-line at <http://www.trybooking.com/120856>



2015 AUSTRALIAN RALLY HALL OF FAME

Date: Thursday 14th May

Venue: Ballroom, QT Canberra Hotel, 1 London Circuit, Canberra

Time: 6.30pm

Meal: Canapes and three course meal drinks included (soft drinks, beer and wine)

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Dress: Suit/Cocktail

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MOLLY TAYLOR ANNOUNCES DUAL CAMPAIGN FOR 2015

North Shore SCC member and Australian international rally driver, Molly Taylor, is to spend 2015 dividing her time between her home country and Europe.

Taylor, who has spent the past five years competing exclusively in Europe, has been offered a chance in Australia that she could not refuse.

"I'm back to contest the Australian Rally Championship in last year's championship winning car, the 2012 Renault Clio G2 that took Scott Pedder and Dale Moscatt to victory," Taylor says.

"I'm so excited to have this opportunity and am very grateful to Scott and Pedders for giving it to me. It's been terrific to work with him to put his WRC2 program together, and I look forward to taking care of his 'baby' in the ARC while he's away."

For Scott Pedder, putting Taylor in the car makes a lot of sense.

"Molly was instrumental in making my deal come together to compete in the WRC2 this year, so I'm really happy that we've been able to help her.

"I'm passionate about the ARC and two-wheel-drive cars and it's terrific to be able to help a leading competitor into our car. It's a great thing for the series to have someone with Molly's profile, work ethic and experience competing in Australia. Given her experience in this type of car, and rallying at the level she has been, I think she could be a genuine championship contender this year."

Taylor says her years of experience in Europe will be invaluable in this new challenge. She's quietly confident she can be up to speed with Pedder's car very quickly, and ready to compete with the frontrunners. As a bonus, all the extra kilometres of tough competition will prepare her for the international events she will contest later in the year.

"I'm working on some new opportunities for rallying in Europe, including some WRC events, but you never know where this sport will take you. This door opened and it was



just too good to ignore. I'm grabbing it with both hands and really looking forward to being back in competition in Australia."

Taylor's first round will be QUIT Forest Rally in WA (March 27-29), followed by the National Capital Rally in Canberra (May 15-17), International Rally of Queensland (June 19-21) and SCOUTS South Australia (October 23-25). She will contest the WRC round, Coates Hire Rally Australia (September 10-13), but under ARC rules rather than the international regulations.

"Having regular time in what is a highly competitive series will keep me 'match fit' for rounds here and overseas. Being at home for a while, rather than living out of a suitcase, and being closer to my family is a bonus. It also gives me the chance to work for the funds I need for my plans in Europe."

The young Sydneysider will be announcing her sponsors in the next few weeks and says she is delighted that a number of Australian

companies are coming on board as well as some global brands.

Taylor moved to Europe in 2009 to build her rally career after winning several junior class championships locally. In 2011, she was one of six young drivers to win a scholarship in an international shootout between 18 drivers from around the world.

That gave her a fully funded drive in the WRC Academy, a junior category of the World Rally Championship. Since then, she has contested selected rounds of the European Rally Championship and the WRC, posting several class victories along the way.

During that period, she was named British Ladies Champion two years in a row, won the inaugural European Rally Championship Ladies Trophy and was officially recognised as the fastest female rally driver in the world (2013).

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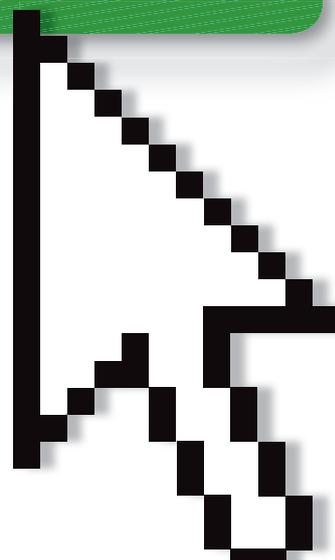
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VALE LEO GEOGHEGAN

Leo Geoghegan, one of the heroes of Australian motor racing during its renaissance era has lost his battle with prostate cancer.

Geoghegan, 78, succumbed to the illness in the Sydney suburb of Leichhardt after his health took a turn for the worse recently.

After starting his career in 1956 in a 48-215 Holden, he drove production cars and Group C tourers in the pioneering years of the Bathurst endurance race as well as spells with the Works Ford, Chrysler and Holden outfits.

The older brother of the late Ian 'Pete' Geoghegan (who once held a record-equalling five Australian Touring Car Championships), Geoghegan won a string of titles during his career.

While capturing the Australian GT Championship in 1960, Geoghegan enjoyed considerable success in open-wheel where he was the Australian Drivers Champion in 1970 and the national Formula 2 champ in 1972 and 1973.

In 1963 he was the Australian Formula Junior champion and claimed second in the Gallaher 500 at Bathurst in 1967 alongside brother Ian.

He was to have attended a 50th anniversary meeting at Wakefield Park last month which was to signify the first year of Formula Vee (originally powered by Volkswagen 1200cc engines) in Australia before his illness took hold.

His major international success came in 1969 when driving a Lotus 39-Repco V8 once campaigned by Jim Clark, he won the inaugural Japanese Grand Prix at Mt Fuji Circuit.

The son of New South Wales car dealer and racer Tom Geoghegan, Leo was a formidable competitor in the popular Tasman Series throughout the 1960s.

Geoghegan brushed wheels against the likes of superstar open-wheel drivers such as Internationals Graham Hill, Jochen Rindt, Piers Courage, Chris Amon, Jack Brabham, Jim Clark and domestic contemporaries Glyn Scott, Kevin Bartlett, Max Stewart, Graeme Lawrence and Alf Costanzo.



Leo Geoghegan, pictured at the All Chrysler Day at Lockleys in South Australia on 27 February, 2011. Photo by GTHO

He is survived by his widow Del, sister Marie-Lousie, two sons, Steven and Shaun and two daughters, Roslyn and Naomi.



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