

Wheelspin

Official Magazine of the North Shore Sporting Car Club

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MOLLY TAYLOR MAKES HISTORY WITH FIRST ARC WOUND WIN AS A DRIVER

Also in this issue...

Targa Tasmania - A Second Attempt!

And Another North Shore Member's Targa Tails -
Kaplan's Kapers In Tassie

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COMING EVENTS

30 May	NSSCC V Sport Caves Classic DRS Rally
1 June	Club Monthly Meeting Roseville Club
27 June	NSSCC VolksMuller Gravel Rallysprint Sydney Dragway
6 July	Club Monthly Meeting Roseville Club
11 Jul	NSSCC Rally of the Bay Batemans Bay
2 Aug	NSSCC kharacross Sydney Dragway
11 Sep	Rally Australia WRC Coffs Harbour
11 Oct	Bathurst 1000 Mt Panorama
22 Oct	Rd 1 2015/16 Summer Tarmac Twilight Rallysprint Sydney Dragway

MONTHLY CLUB MEETING - JUNE

Monday 1 June Roseville Memorial Club

SPECIAL GUEST : Molly Taylor

Come and join us for our June Monthly Meeting at the Roseville Club on Monday 1 June. Club member and the world's fastest female rally driver Molly Taylor will be there to regale us with tails of recent exploits.

Enjoy a couple of cold beers or glasses of wine or soft drink and a great meal and a chat with fellow club members. Dinner from 6.30pm meeting starts at 8pm

MEMBERSHIP ENQUIRIES

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ON THE COVER



Molly Taylor makes history with first arc wound win as a driver

FROM THE PRESIDENT'S DESK

Jon Thomson

Welcome to all our NSSCC members as we reach the half way point of the year and we're on the downhill run to Christmas. Stop it, stop it The world is spinning way to fast these days to be wishing the world away.

Since our last Wheelspin we have had our AGM and while old mate here stays in the presidents chair (please some one needs to think about taking over!) there has been a raft of new entries onto the committee and thankfully some fresh blood and fresh thinking to tackle the tasks of running the club and making it a success and a great organisation to belong to. With that we welcome Oliver Sellers, Katie Fletcher, Steve Muller, Bill Fry and Rory Moulding onto the committee joining our current members including treasurer Nigel Walters, Club Captain Howie Grove, John and Carol Sparkes, James Stroud, Wayne Elven and Michael Kent.

We conducted our first committee meeting in the middle of May and there is a lot of energy and willingness in the committee that fills me with confidence and inspiration for the future.

Of course I don't need to remind you that there is a lot going on in the next few months. By now our rescheduled V Sport Caves Classic will have been run and won. I say rescheduled because the original 11 April event was unfortunately rained out and had to be moved to 29 May. Also rained out was our 30 May state series khanacross at Sydney Dragway. As this was going to be run on the grass car parks at the back of the complex the management were worried about us digging up the ground so we decided to delay that **until Sunday 2 August**

In just a few weeks we will be also running our Rally of the Bay at Batemans on the 11 July and that will be a mega event that no one should miss. Ian Bigg, Howard Grove and the team have put

an enormous amount of energy and time into the rally and we need as many hands on deck to make sure the entire rally runs smoothly on the ground. I know I sound like a broken record but we just keep needing to remind everyone that we need hands on deck. So come on down to Batemans for a great weekend of motor sport and help the club put on a great rally in the process.

Just two weeks before Batemans on Saturday 27 June we will have our one and only gravel rallysprint at Sydney Dragway, this has involved a huge amount of lobbying and presentations to make this happen and we will be allowing up to 60 cars at the event which will be a round of the State Rallysprint series. It will be a fantastic day of rally action on an all-new course that will challenge and excite drivers. If you can't enter then we need you along to help with officialing and spectator control. We have a whole lot of jobs so please get in touch and come along and be a part of it.

For club member Molly Taylor things just keep getting better and better. Molly now leads the ARC outright after her round win at the National Capital Rally in Canberra last month. So after two rounds she now leads the championship with 138 points, 17 clear of Eli Evans in second heading to round three in Queensland in June. Having stood on the sidelines and watched Molly drive in Canberra and having watched rally cars on stages since 1968 I am here to tell you she is driving superbly and is a deserving leader of the championship. Lets keep cheering her on and hope that this year could see the first female Australian Rally champion Driver, wouldn't that be fantastic? And if that is not enough I am pretty sure that if Molly does win the National title this year she will be the first North Shore member to do so.

Molly is fresh back from Portugal where she worked on World Rally radio and will be our guest speaker at the Roseville Club on Monday 1 June for our next club meeting so come along and enjoy a great night of story telling

Enough from me, enjoy Wheelspin and look forward to seeing you at our club meetings and club events in the next few months.

POSITIONS VACANT

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

WHEELSPIN EDITOR POSITION FILLED

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.

SOCIAL SECRETARY

We need to have some one planning social events for the club, we cannot live by competitive events alone so it would be great to have someone organising a few social events and weekend getaways each year

Soma long to our AGM and put your hand up for a gig, WE NEED YOU!!

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MOLLY TAYLOR MAKES HISTORY WITH FIRST ARC WOUND WIN AS A DRIVER

North Shore Car Club's Molly Taylor has made Australian motorsport history, taking her first outright win in the Australian Rally Championship, and becoming the first woman ever to win a round of the series.

Taylor, 27, and experienced Perth-based co-driver Bill Hayes did battle with time penalties and a fragile car (Renault Clio R3), as well as some serious competition, before taking the win in this weekend's National Capital Rally in Canberra (May 15-17). The win puts the pair at the top of the championship points tally after the second round of the 2015 series.



"It's not bad," Taylor said, smiling broadly. "I have to admit my first outright win does feel pretty good! It's always good to win, obviously, but I don't think of myself as being the first woman to win a round. I'm out there to be the first driver home, irrespective of my gender."

Veteran co-driver Bill Hayes was full of praise for Taylor, who was officially ranked as world rallying's fastest female driver two years ago while competing in Europe.

"She did an awesome job. She's incredibly hard on herself but she really does a great job. In fact, she could probably go really well if she gives it a bit more effort and gets a younger, lighter co-driver in the car with her!" he laughed.

While the pair was delighted to spray the champagne, the win did not come easily. On Saturday (Heat One), they were leading by 15 seconds as they came into the midday service, only to find a massive hole in the sump guard.

"The crew did an incredible job to fix it but we were seven minutes late out of service so we were hit with a 35-second time penalty," Taylor said.

"That put us 20 seconds behind Tony Sullens (and Julia Barkley, Citroën DS3 R3T). We were able to make up 18

seconds of that time over the next three stages, so we finished the day two seconds behind him, which was a pretty good start for Heat Two.

"But I have to say I wasn't so happy about Heat Two (Sunday). I felt we were struggling to find a rhythm and the sort of pace I knew we were capable of. Bill thinks I'm just a whinger!

"We did have some engine issues which the guys managed to fix up in terms of finishing the event, but the car was a bit fragile, and I made a few mistakes too, which cost us a bit of time.

"However I have to say hats off to my good mate, Harry Bates, and his phenomenal drive because he kept Tony and Julia at bay, so they ended up second. Harry and John (McCarthy, Toyota Corolla Sportivo) finished third, which was just fantastic on Harry's first ARC event."

With second place in Heat One, and a game of musical chairs for the top places in Heat Two, Taylor says she and Hayes knew there was a mathematical chance they could win the round during Sunday's battle.

"So there was a point where we thought we could be first or we could be third, and then you start thinking 'do we push for first and try to win the rally and risk

everything' or settle for third and take the points. In the end, we're obviously happy with the way it played out."

Despite winners being grinners, Taylor did not make the official presentation on Sunday night. She drove home to Sydney to prepare for a flight to Portugal today (May 18), to work with the radio commentary team (WRC Live) on the World Rally Championship round in Portugal next weekend (May 21-24).

The National Capital Rally covered a total of 518km of forest trails around Canberra, with 208km of competition across 12 closed-road special stages. The next round of the ARC will be the International Rally of Queensland, over the weekend of June 19-21.

Molly Taylor started rallying at 17 and won two class titles in Australia before moving to the UK in 2009 to chase her dream of a career in world rallying.

She competed in the British, European and World Rally Championships and during that time 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). Taylor is planning to contest several WRC rounds in 2015, as well as the Australian championship.

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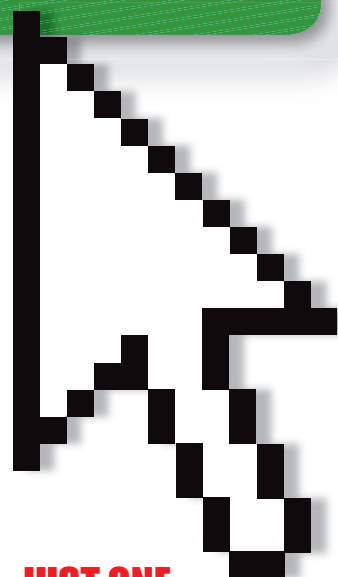
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TARGA TASMANIA - A SECOND ATTEMPT!

BY VIC SCONA AND FIONA JAMES

My last Targa was in 2004 and Simone and I had a pretty good run considering we had no 2nd gear for the first 3 days. Memories of the event stay with you as it is an incredible experience over 5 days (6 now). So after a couple of years of ARC in the RS Challenge and a no. of years off, living in the UK, decided to bring a car in from Blighty and build a tarmac rally JDM STI. We competed in a few 2 day tarmac events with mixed results including a pretty big meeting with a tree at Targa Adelaide in 2012. The car was rebuilt from the ground up, with the view to doing Targa Tasmania again this year. Fiona my nav and I did the Great Tarmac Rally last year, it was her first event, she took to it really well. We decided at the 11th hour to enter TT 2015. I had forgotten what's involved in coordinating everything for a TT campaign...it's huge!!

We headed down the weekend before the event for 2 days of recce...not enough!! So back down for 2 days just before the start...just enough, even though I have plenty of pacenote experience, 4 days is not enough to write and check notes for Targa...you'd need 5-6 days. If you don't have enough time - buy them and then you'll need 4 days to check them...yep it's that BIG!

We started easy on the event and built pace coming on for day 3, some of the best roads of the event around the eastern loop toward St Helens, including The Sidling and Weldsborough Pass. We reached 2nd in class and thought we had a chance despite the other 2 contenders



being GTRs, one making so much power we joked that it used uranium.

Day 4 began with a local protesting by dumping sump oil on the road for a down-graded Mole Creek, then one of the other great stages of the event - Cethana. We were on the last uphill hairpin about 1km from the finish when one of our rear CV cages exploded... we limped through. Our crew were waiting up-top and we borrowed an 08 STI shaft from the good lads at Les Walkden Racing, but it was ultimately too long and our wheel bearing was destroyed whilst trying to rejoin the race.

After a tow up to the Subaru dealership in Burnie, we tracked down a local gravel campaigner, Craig Brookes who lent us a shaft and hub - legend! We were back in the race, out of contention but back in for day 5 and 6.

The stages out of the idyllic Strahan have to be seen to be believed, Strahan stage is long, fast and crisp in the morning. Queenstown is a tight and gnarly hill climb up an open cut mine, we were lucky enough to win this stage outright in 2004, not so close this time with 9th outright but only 1 second off 6th. Next, Mount Arrowsmith, 51km stage that you need to be well watered for as it's relentless!...a couple more stages back to Hobart including a super fast stage Ellendale which starts over a long weir on a dam...managed to clean the stage with 11 others.

On aggregate we were 2nd in class for the day and into the top 10 outright... that's until we threw a harmonic balancer before the final stage losing alternator and power steering - of all things!! Day 6 was a cruise after rejoining, by this point we were there for laughs. The thing with Targa is you can never be too prepared and it's the little things that can often end a competitive campaign. If however you approach it with the sense of adventure it deserves, it's the most rewarding tarmac rally event you can do...highly recommended if you have the time and can beg, borrow or own a reliable car and have the budget lying about...do it, it's unforgettable!!



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AND ANOTHER NORTH SHORE MEMBER'S TARGA TAILS - KAPLAN'S KAPERS IN TASSIE

BY ADAM KAPLAN

Targa Tasmania 2015 was always going to be a different event for us after we found ourselves half way through the maintenance schedule for the Walkinshaw, out of sync with Targa. The 18 degree Chev in the Commodore is good for about 1,500 aggressive kilometres in reality, and so Targa, with about 2,000km total distance stretches the friendship at the best of times.

With bitter experience teaching us that Tasmania shouldn't be undertaken with anything but a fresh engine in the Walky, we had a choice to make.....an expensive rebuild half way through the cycle, or use a different car for Tassie and save the Walky to defend its recent Targa High Country victory. I'd had my eye on what looked like a cracker of a car that was advertised for sale in Germany, an original 2004 E46 BMW M3 CSL. I had one of these as a road car back in 2006/7 and was unhappily forced to sell it in 2008 when my world got a bit tough with the GFC. I remembered that car extremely fondly, it really was an absolute ripper and I have always regretted having to sell it, so when the opportunity presented itself and we appeared to have a justifiable reason for buying another car, I jumped at it and started the purchase and sometimes painful importation process.

We were lucky that we were buying from an ex Aussie and a real stand up bloke who helped us through the whole process and delivered exactly what we thought we had paid for. When the car arrived only a few months before Targa we weren't sure exactly how much fettling would be needed to transform it from a 12/24 hour Nürburgring Nordschleife racer to a competitive Targa Early Modern competitor. In reality, apart from fixing a few issues with radiators and power steering pumps, removing the carbon fibre doors that were acceptable for circuit racing but didn't provide enough "tree protection" for my liking, and of course coming up with a fantastic paint scheme.....there really wasn't that much to do. Well, that's my story anyway, my fabulous mechanic, Adam Tipping, may tell it differently considering he did all the work. But apart from ridiculous things like having to remove a seat in order to clean the rear screen (I'm fussy about that stuff) there wasn't anything else major to attend to. CAMS were great assisting with the certification process



and we received a log book just in time to head off to Tassie.

So we fronted up to our 23rd Targa Tasmania in a 6 cylinder for the first time ever. I've done 20 Targa's in V8's and one in a V12 (the one in the WRX last year doesn't count because we never planned to do it....), and although on occasion they may have only been running on 6 or less cylinders, it really was a strange experience turning up in something different. For anyone who hasn't done Targa, it's simple....put it on the list..... it is without doubt one of the most challenging and enjoyable motor sport events in the world....no question. The CSL was also a very relaxing way to do Targa, for starters I didn't have to wear moulded earplugs in order to hear my navigator and whilst we didn't manage to get the cruise control hooked up, we still were able to put the SMG gearbox into automatic mode for all the touring sections, a pleasant change from a noisy dog box at road speeds.

The event itself is epic, traversing much of the Tasmanian countryside and taking full advantage of the brilliant roads on offer. We start in Launceston where we're based for 4 nights and then head to Strahan on the West coast for a night before heading down to Hobart for the final 2 nights. Here's a short video of our exploits down there <https://www.youtube.com/watch?v=hZb5zRvgyFA> The video speaks for itself and you can see that apart from the absolutely spectacular scenery, there are many varied road conditions, all tarmac but sharp and twisty to bumpy to super fast and flowing....sometimes all in the one stage, like Mt Arrowsmith, a 50 something km stage with absolutely everything on offer and one of the many highlights of the event.

All in all we had a great run, interrupted only by a failure in the rear suspension. On the first stage of day 3, the right rear spring punched right through the upper control arm. Fortunately we made it

through the stage and to a garage where with the help of the ever willing locals, we were able to diagnose the problem, find the springs and spacers as well as a plank of wood to sit on the control arm and a nail to locate the spring and were able to drive back to Launceston to effect lasting repairs. As a measure of just how good the Tasmanian's are to us, the bloke who let us use his workshop after The Sidling stage refused to take any money from us and when we arrived at the BMW dealership in Launceston this was the conversation;

ME: Giddy, I've got a bit of a problem and was wondering of you blokes could help me.

BMW: Well, what do you need?

ME: Can I start with your parts guy and a catalogue?

BMW: Sure....

Once we worked out that the upper control arm on an E46 M3 CSL is NOT specific to an M3 and is in fact identical to every 3 series and some other BMW's as well....a very welcome surprise to us.....the conversation continued

ME: So, what's that old blue car over there on your used car yard?

BMW: That's a 318

ME: So the arm will fit?

BMW: Yep

ME: Can I speak to your Used Car Manager

BMW: Yep

ME: Giddy mate, do I have to buy that 318 or could I borrow some bits off it and replace them tomorrow (we'd already arranged someone in Sydney to source a set from a wrecker and could get them there by 10am the next morning)

BMW: Ummmmmm.....who are you?

ME: Well, I'm a Holden dealer from Sydney and.....

BMW: You guys normally run THAT Walkinshaw

ME: Ummmm, yes.....

BMW: Mate, whatever you need..... when are you bringing the Walky back?

ME: Next year, but I promise we won't bother you guys again.

BMW: Well, you can have anything you need, but only on the condition that you do bring the Walky back and service it here next year!

ME: Wow....thanks.....wow.....YES!

And so, we took up both of their hoists, side by side, and ripped into one of their stock cars and managed to get back



on the road just in time to make it to Longford, the last stage of day 3, a town stage and one of my favourites. Times don't matter and it's just a chance to put on a show for the many locals who come out to support the event. You can see on the video that we had a little fun in Longford. The same guys also own BMW in Hobart and were just as friendly and helpful when we needed a hoist down there. Brilliant people and we look forward to going back next year with the Walky.

This little episode destroyed our chances of a result in the Early Modern competition but fortunately didn't destroy the event for us or even slightly diminish the fun factor. The little BMW turned out to be a brilliant car, we know what caused the suspension failure and it was an installation issue (not ours), not a BMW issue, so we're confident it won't happen again. In fact it was fixed by the

ever resourceful Adam Tipping with a \$2 temporary fuel cap, you know the plastic orange ones, modified so that it could be used to keep the spring centralised on the locating casting on the standard control arm.....and when CAMS ran us over the scales after the incident, the corner weights had hardly changed at all.....go Tipps! Apart from that, it was a surprise to me that a car prepared for 24 hour racing at the Nürburgring would be so well suited to Targa Tasmania. We didn't even alter the suspension or wheel alignment settings before the event and in hindsight, with the benefit of seeing the rear tyre wear, the only thing we'll change for our next run is to reduce the negative camber on the rear just a bit.

Next year is the 25th anniversary of Targa Tasmania. I've only missed a few over the years and there is no way that I want to miss next year.....hope to see you down there!

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