



For Motorsport North of the Bridge





December 1997

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Cover

Colin Jones, 1996/97
Overall Champion.

Check out our Internet Site for
the latest club news
<http://www.aksoft.co.nz/HCMC>

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*****STOP PRESS*****

Just as this edition was going to press we received notification of two guest speakers for our 25th Anniversary Dinner on April 25 1998. These guest speakers are Morrie Chandler (President of MotorSport NZ) and David Lange (ex Prime Minister and head of Rally NZ).

Hi all,
The 1990's is the electronic age, and HCMC has decided to jump onto the electronic bandwagon with an Internet web site. Although not many members yet have Internet access, nor are many new members likely to be attracted to the club by it, the web site is likely to become as important a communications device between the club and its members as this magazine. Check out our initial efforts at <http://www.aksoft.co.nz/HCMC> and keep checking back during the next few months as we develop it.

Although Christmas is now in our midst we still have more events before the 25th, a Hillclimb and our Christmas Trial . Hope to see you all there,

That's all for this year. Merry Christmas and Happy New Year to all.

The Merry Christmas, Happy New Year and Bah Humbug Presidential Report



Well it's December and Christmas is upon us. This year seems to have flown by yet again. Don't you hate the way you get a year older and the year goes by quicker than the year before. Unless of course you have had a crappy year and you are happy it's over and you hope that the next one will be better to you. Well I hope next year is better for me as I do not wish to repeat the damage to my car again. I'm sure that goes for some of the other members of the club that have had their spills too, including Colin Jones, Paul Stanaway, Ben Hawes, Todd Bawden, Gary Traves and just recently Stephen Porter. We have had a pretty good year as far as events have gone, lots of Autocrosses, some Bentsprints, Rallysprint, Trials and our Hillclimb at Bayers Farm will top the year off quite nicely. We recently worked out that there are only nine people in the club that can probably remember what Bayers Farm was like as a Hillclimb and even they won't remember part of the track as I had to change part of it slightly. See if you can figure out which part.

Its also been a busy year for Car Displays which we have not done for years before this one. We had one at Orewa followed by one at Warkworth, one at Sherwood Primary School and our final one for the year at the Have A Go Day at the Auckland Domain on December 13. These displays have been a great boost to getting our name out to those interested in motorsport and we have already gained some new members from them. We have already been invited back next year to a couple of displays and I hope we can make them bigger and better than the last ones. Unfortunately when we ask for an area 100m x 100m we get asked why we need such a large area and when we tell them why they say "no" and we end up with a static display. The exception was Sherwood Primary where we did have a few goes on the back field. Thanks to the Principal of the school for that.

It has been a very busy month for me as I had to organise the Have A Go day display and Gillian Ives and I are plotting the Christmas Trial and then of course there is our round of the Hillclimb championship that the committee has had to organise. Our Hillclimb is the final round of the Interclub Series so we have had to organise a venue for the series Prizegiving (as it is held straight after the final round). The venue is the Silverdale United Rugby Club on State Highway 1 just out of Silverdale heading towards Albany.

We will be holding a Motorkhana in January and then there is Taupo Weekend early in February as well as a Hillclimb to be held at Bayers Farm in February. I hope to be back in action in January and I hope to see as many people as possible safely back competing in the new year. Take care until next year.

Dale



JOKE OF THE MONTH

A Politically Correct Christmas

By JOHN LEO

...and Joseph went up from Galilee to Bethlehem with Mary, his espoused wife, who was great with child. And she brought forth a son and wrapped him in swaddling clothes and laid him in a manger because there was no room for them in the inn. And the angel of the Lord spoke to the shepherds and said, "I bring you tidings of great joy. Unto you is born a Savior, which is Christ the Lord."

"There's a problem with the angel," said a Pharisee who happened to be strolling by. As he explained to Joseph, angels are widely regarded as religious symbols, and the stable was on public property where such symbols were not allowed to land or even hover.

"And I have to tell you, this whole thing looks to me very much like a Nativity scene," he said sadly. "That's a no-no, too." Joseph had a bright idea. "What if I put a couple of reindeer over there near the ox and ass?" he said, eager to avoid sectarian strife.

"That would definitely help," said the Pharisee, who knew as well as anyone that whenever a savior appeared, judges usually liked to be on the safe side and surround it with deer or woodland creatures of some sort. "Just to clinch it, throw in a candy cane and a couple of elves and snowmen, too," he said. "No court can resist that."

Mary asked, "What does my son's birth have to do with snowmen?" "Snowpersons," cried a young woman, changing the subject before it veered dangerously toward religion. Off to the side of the crowd, a Philistine was painting the Nativity scene. Mary complained that she and Joseph looked too tattered and worn in the picture. "Artistic license," he said. "I've got to show the plight of the haggard homeless in a greedy, uncaring society in winter," he quipped. "We're not haggard or homeless. The inn was just full," said Mary. "Whatever," said the painter.

Two women began to argue fiercely. One said she objected to Jesus' birth "because it privileged motherhood." The other scoffed at virgin births, but said that if they encouraged more attention to diversity in family forms and the rights of single mothers, well, then, she was all for them. "I'm not a single mother," Mary started to say, but she was cut off by a third woman who insisted that swaddling clothes are a form of child abuse, since they restrict the natural movement of babies.

With the arrival of 10 child advocates, all trained to spot infant abuse and manger rash, Mary and Joseph were pushed to the edge of the crowd, where arguments were breaking out over how many reindeer (or what mix of reindeer and seasonal sprites) had to be installed to compensate for the infant's unfortunate religious character.

An older man bustled up, bowling over two merchants, who had been busy debating whether an elf is the same as a fairy and whether the elf/fairy should be shaking hands with Jesus in the crib or merely standing to the side, jumping around like a sports mascot.

"I'd hold off on the reindeer," the man said, explaining that the use of asses and oxen as picturesque backdrops for Nativity scenes carries the subliminal message of human dominance. He passed out two leaflets, one denouncing anger births as invasions of animal space, the other arguing that stables are "penned environments" where animals are incarcerated against their will. He had no opinion about elves or

candy canes.

Signs declaring "Free the Bethlehem 2" began to appear, referring to the obviously exploited ass and ox. Someone said the halo on Jesus' head was elitist. Mary was exasperated. "And what about you, old mother?" she said sharply to an elderly woman. "Are you here to attack the shepherds as prison guards for excluded species, maybe to complain that singing in Latin identifies us with our Roman oppressors, or just to say that I should have skipped patriarchal religiosity and joined some dumb new-age goddess religion?"

"None of the above," said the woman, "I just wanted to tell you that the Magi are here." Sure enough, the three wise men rode up. The crowd gasped, "They're all male!" And "Not very multicultural!" "Balthasar here is black," said one of the Magi. "Yes, but how many of you are gay or disabled?" someone shouted. A committee was quickly formed to find an impoverished lesbian wise-person among the halt and lame of Bethlehem.

A calm voice said, "Be of good cheer, Mary, you have done well and your son will change the world." At last, a sane person, Mary thought. She turned to see a radiant and confident female face. The woman spoke again: "There is one thing, though. Religious holidays are important, but can't we learn to celebrate them in ways that unite, not divide? For instance, instead of all this business about 'Gloria in excelsis Deo,' why not just 'Season's Greetings'?"

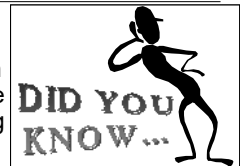
Mary said, "You mean my son has entered human history to deliver the message, 'Hello, it's winter'?" "That's harsh, Mary," said the woman. "Remember, your son could make it big in midwinter festivals, if he doesn't push the religion thing too far. Centuries from now, in nations yet unborn, people will give each other pricey gifts and have big office parties on his birthday. That's not chopped liver."

"Let me get back to you," Mary said.

From the Internet

Gary Trayas ran out of gas on the first run at Murrays Rd

At the ten-pin bowling Colin Jones proved he is a dab hand with a bowling ball as well as behind a steering wheel by winning the evening. The true charge though came from Lloyd Ives, doubling his score in the last two frames.

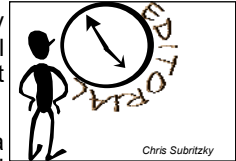


Don't expect to get in the top positions on the Sega Rally scoreboard at Superstrike as they are already occupied by Sega Rally aces Steve Hawes and Kayne Barrie.

Stephen Porter landed on top of another car at the James Allen Memorial Rallysprint. Only problem was, the car he landed on was down a 30 metre bank!

Next time you see Stephen Porter, don't mention the words Young, Rallysprint and tow in the same sentence.

Today saw the possible dawning of a new era in the Subritzky household; we were touched by a car, and its memory still lingers. It was a car like no other we had driven. It was red. It was a Honda.



It all started early in the day when the Accord went in for a routine service. Being nice guys at North Shore Honda (and wanting another sale when the Accord's lease ends) they gave dad the use of a courtesy car from the lot for the day. Nothing strange there, that has happened before, but never before was the car loaned one like this one. The car, a 6 month old Civic VTi-R. My friendly car magazine tells me it has 118KW power and does 0-100km/h in 8.4 seconds; for this power novice it felt like much more.

I had actually forgotten the Accord was going in for a service, so was a bit surprised to see a flash of red in the driveway when I wandered around from grandma's house, but upon seeing what the car was immediately asked dad to give me a ride in it before it went back in the evening. Normally father would be annoyed at me disturbing him while he is working, but on this occasion he immediately rose and headed for the car. Off we went. The drive was only a quick 10 minute drive around the block, but I mean a *quick* drive. Every intersection would see a planting of right foot and taking the motor to the rev limiter, the V-TEC motor screaming its head off. For the uninitiated like me this car was a revelation. In all other cars I have ridden in power starts to tail off at about 6000 rpm (I wonder why), but far from tailing off the power the VTi-R is just coming onto the cam (the second cam) and starts pushing against your back even harder. Most impressive from a 1600cc motor.

Mother took an instant disliking to it. It was red, small, had a body kit, was loud and too fast. Besides, dad was enjoying it too much, so it had to be bad. We still haven't had any luck convincing mum that it would make a perfect shopping basket (with a roll-cage, of course). Dad seemed to be beginning to have a mid-life crisis and was muttering something about Taupo and February. Yes dad, it probably is fast enough to win at Taupo.

Sadly it wasn't to last and it was gone all too quickly (funny that with 118KW). There hadn't been time to find a marginally interesting road to drive, nor to try anything more than a full-acceleration run up the Tristram Ave on-ramp. It is gone and has been replaced in the Subritzky driveway by the "sluggish" Accord. The mid-life crisis has been averted and mum is now back on speaking terms with dad. Yet still its memory lingers.....

Chris



For Sale Tyres

3x Dunlop 205/515/13 slicks, done one meeting.

\$50 each. Buy two, get one free

3x Dunlop 185/550/13 slicks, 1/4 worn.

\$40 each. Buy two, get one free.

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**The Editor
HCMC Magazine
PO Box 100 597
NSMC**

Toward the latter part of this year it was becoming increasingly obvious that an event of monumental proportions was imminent, for Cheryl and I anyway. We had been conspicuously absent from most club events recently, not because we didn't want to be there (especially for me!) but it was simply getting too awkward for Cheryl.

That all changed in the wee hours of Wednesday morning October 22 1997 when baby Georgia was delivered safe and sound at North Shore Hospital. Some of you more observant ones may have noticed the reproduced birth notice in the last magazine. Thanks Chris.

As far as events go, this was the greatest I've ever attended, combining months (9 to be exact) of preparation and pre-event planning with drama, excitement, emotion and fear. And it lasted a whole lot longer than most club events! Mind you, you never quite finish paying the entry fee!

Georgia Cathrynn is now about 6 weeks old and is developing into a right character already. With her attentive and alert eyes and rapid arm and leg movements she's going to be a natural behind the wheel. She already appears to have left foot braking sussed and sequential gear changes should pose no problems! Provided Uncle Justin teaches her to drive and not Daddy!

Anyways, in between nappy changes and constant trips to the clothesline I've managed to do absolutely nothing with my Corolla, other than have a disc brake rear-end fitted recently. Unfortunately the LSD diff head in it was crook so it's mobile on a borrowed open diff at present.

We hope to attend an event in the not too distant future and will definitely be tripping down to Taupo next year with bubs, but without the Corolla in all probability. Still, at least we'll be there.

Cheryl and I would like to give our warmest thanks to the Car Club for the wonderful gift basket we received and for all the best wishes from fellow members. All very much appreciated.

The only downside to this fabulous occasion is the realisation that I joined the Car Club back in 1979/80 and a naïve 17 year old. Now twice that old, married, mortgaged and with child I'm going to have to start acting my age sometime.....!

So, to coin a phrase from Confusious, "Time fries rike the wind..... Fruit Fries rike bananas".

Rob, Cheryl and Georgia Milligan

1997 FORMULA ONE REVIEW

By MAX GALVIN

The 1997 season is over and it is time for the usual analysis of each of the teams and drivers.

CONSTRUCTORS

Rothmans Williams-Renault Goodyear (1st - 123 points)

Williams were lucky to get away with the title this year following a number of mistakes that were well below what you expect from a team of their calibre. Still, the chassis-engine package was the best even if the Goodyear rubber was not on a par with the Bridgestone tyres. Once again, the biggest problem seemed to be in trusting their drivers. In 1996 it took a long time for them to allow Jacques Villeneuve to set the car up as he chose and in 1997, Heinz-Harald Frentzen suffered the same. Still, a team that wins 8 races in a season does not do so by good fortune alone and Williams still deserve their place at the top of F1.

Marlboro Scuderia Ferrari Goodyear (2nd - 102 points)

It is hard to rate Ferrari because you never know what is down to their #1 driver and what is down to the team. Going on the performance of Eddie Irvine who is certainly a very fast driver, I would have to favour Schumacher's speed over the engineering ability of the team. This said, the end of the bizarre working relationship between John Barnard in England and the rest of the team in Italy and the arrival of Ross Brawn and Rory Byrne from Benetton should help them in 1998. Still, the team made many wrong turns in 1997 and was only saved by Michael Schumacher's brilliance.

Mild Seven Benetton-Renault Goodyear (3rd - 66 points)

After a dismal 1996, Benetton started 1997 with superb testing times and were expecting to be a title contender again when the season started. Sadly this optimism was unfounded and the team failed to get on terms with the two teams ahead of them and towards the end of the season was eclipsed by McLaren. The Renault was certainly not the problem so either the chassis or the drivers were. The arrival of Alex Wurz for the Canadian GP seemed to indicate that the latter was the case as he was right up with Jean Alesi from the start and after settling in was actually faster. That Flavio Briatore was reaching the end of his reign as team principle cannot have helped either. 1997 was the end of the Briatore era and despite results that other teams would give their right arms to have, Benetton should not have been satisfied.

West McLaren-Mercedes Goodyear (4th - 63 points)

McLaren may look back on 1997 as the season when they started to win again, but I will look back on it as yet another season where they failed to live up to their promise. Sure, they scored 3 wins and had both drivers finish in the top 5, but the reliability of the cars (16 retirements from 34 races) was very poor and the cars usually dropped out when at the sharp end of the fighting. The arrival of Adrian Newey cannot completely account for the increased form, but they certainly owe their late season charge to his aerodynamic wizardry. Ilmor are the people I believe are the main reason for the improvement and also the main reason for retirement, with their engines being powerful but extremely prone to explosion. A good year and one which heralds the return of McLaren to the front ranks of F1.

Benson & Hedges Jordan-Peugeot Goodyear (5th - 33 points)

Jordan were poised to join the big boys this year and but for an unlucky puncture and

a small mistake by Giancarlo Fisichella at Hockenheim they would have scored their maiden win. After signing his new young chargers Eddie Jordan said that it was the best way to go and that the team would be able to steer them right if they got into any difficulty. While this sounded good on paper, in reality when the car failed to work well, the team languished in the company of teams they should have been beating easily, and the likely cause is that the team weren't able to fall back on their drivers for help. However, when the car worked, it flew and was easily a match for any of the others. Despite increased funding, the results didn't come, but the team has said that next year will be the one for them the thing is, they always do.

Prost Gauloises-Mugen Honda Bridgestone (6th - 21 points)

When Alain Prost took over the team at the start of 1997, there was little he could do to affect the equipment or the drivers that his team would use, but what he was able to do was help the team understand what it takes to win in contemporary F1. From the outset, it looked like the team would definitely take a race win in 1997 and for until Canada were usually on the pace. At Canada however, the loss of their #1 driver threw the team and forced them to use 2 inexperienced drivers to develop their car and it showed. For most of the mid season, Prost struggled to get to grips with the teams at the front of the grid and it was only in Austria that they managed to reverse the rot and lead a race again. Looking at the form they have displayed, from time to time, 21 points is a poor haul for the entire season, but you have to wonder what would have happened if Panis and Trulli had been paired from the start of the season.

Red Bull Sauber-Petronas Goodyear (7th - 15 points)

A good chassis, a good engine and huge funding should have seen Sauber move up with Jordan onto the next level, but their choice of second driver held them back. No less than 3 drivers have sat in the #2 Sauber and not one of them has been able to get on terms with Johnny Herbert. Where other teams have not been able to keep their tyres in good condition during a race, Sauber have had no such worries and as such Herbert has been in the points without requiring a high rate of attrition. Over the mid-season, development stopped and it was Suzuka before any significant changes arrived. This, as much as anything held the team back from achieving the results they deserved, but only just.

TWR Arrows-Yamaha Bridgestone (8th - 9 points)

For the team that claimed end of season wins were possible, Arrows were one of the most disappointing outfits of 1997. Damon Hill's fine second place finish in Hungary was the highlight of a season punctuated by poor reliability from both the chassis and the engine. In total, of 34 starts, Arrows failed to finish 20 times and collected a measly 9 points. The arrival of John Barnard in the mid-season did little to raise their game and although the engine power increased, the Bridgestone rubber was the major factor in their performance. If you look at 1996, 1997 was a good season, but looked at alongside their predictions it was a disaster.

HSBC Stewart-Ford Bridgestone (9th - 6 points)

The meagre 6-point haul doesn't really reflect the performance of F1's newest team. Stewart have, on occasions, shown that they are capable of running at the front, but only when team, engine manufacturer and tyre company work in harmony. A great run in Monaco netted them 2nd place and the only points of the season, but they should have scored more. Ford will also have been disappointed with the total having left Sauber partly because of poor results.

DRIVERS

Jacques Villeneuve (1st - 81 points)

Regardless of your opinion of "that accident" it is hard to deny that Jacques Villeneuve is one of the two drivers worthy of being called 1997 World Champion. Unfortunately the statistics show a lack of application. Of the 17 races, Jacques won 7 and retired from 6, meaning that in the 4 other races that he finished he only took 11 points, not what you would expect from a driver who is allegedly one of the best "fighters" in F1. However, 10 pole positions, 7 wins and 3 fastest laps show that he is one of the fastest drivers of the moment and will be a potent force in 1998.

Michael Schumacher (Disqualified - 78 points)

A bizarre "punishment" handed down by the FIA and Michael Schumacher has, as a result, been removed from the results of the Championship. Without pondering on the accident, the Ferrari driver has had another classic year, with 5 wins in a car that was certainly not a match for the Williams-Renault combination. Sadly, his inability to admit to mistakes even when they are obvious ("the crash" being a major example) has lost him a lot of credibility in both the eyes of the press and the public. Currently there is nobody to match the German for pace or intelligence in an F1 car, as this season has shown.

Heinz-Harald Frentzen (2nd - 42 points)

Heinz-Harald arrived at Williams with the tag of "Schumacher beater" and failed to live up to the hopes of the team. There is no doubting his speed, but he invariably qualifies behind his team mate and takes the first third of the race to get up to speed. Unfortunately, by this time it is usually too late for him to get back to the front and win. A solid season, but needs to get his act together earlier in the weekend to mature into a team leader.

David Coulthard (3rd - 36 points)

David Coulthard has finished the season in 3rd place, 9 points ahead of his team mate, but most people would agree that he has been less impressive than Mika. The Scot started 1997 with a victory and this helped him to win the intra team war for the first few races, but after losing the Canadian GP because of a mechanical failure he seemed to lose something. Whether this was because Mika came on form is hard to tell, but from this point on David's form dropped. A second win at Monza showed a return to form but his Finnish colleague generally overshadowed him. There is more to come from Coulthard and if he can sustain the form he has shown sporadically throughout the year (including those demon starts) he will do well in 1998.

Jean Alesi (4th - 35 points)

Jean Alesi ended his first race having run out of fuel despite almost the whole team hanging off the pit wall to tell him to stop. Probably one of the more consistent drivers of 1997, Alesi retired only 3 times and completed more race laps than anyone else (944) yet only scored 36 points. This fact underlines the belief that the car performed radically different from one weekend to the next. Usually faster than Gerhard during qualifying, Alesi has a problem maintaining focus in race conditions and this lets him down. Another solid season, but not what it could have been.

Mika Hakkinen (5th - 27 points)

Both one of the most impressive and most disappointing drivers of 1997. Extremely quick over a single lap and remarkably fast in races, Mika, has suffered from the worst luck I can recall for a long time. He has taken poles, led laps and turned fastest race laps, but his maiden win was gifted to him by a slowing Williams driver. Of his speed and resilience there can be no doubt, but is Mika fated to be one of those drivers who will go down in history as "one of the best World Champions we never had"?

Gerhard Berger (5th - 27 points)

From the very start of 1997, rumours circulated about the retirement of the popular Austrian driver, and a 3-race absence did little to stop them. A pole position and win at the German Grand Prix was the highlight of the season and perversely, the Austrian GP, the low point. Whether Berger was unable to get the car to work properly or the car just didn't suit the tracks is a mystery, but whilst 5th in the standings isn't bad, he would surely have expected more than 27 points.

Eddie Irvine (7th - 24 points)

After a dismal 1996, Eddie had high hopes for 1997 after being promised almost equal testing time to Schumacher. However, the jury is still out on Irvine is still out after a series of up and down performances. That he is quick is not in doubt (as the Japanese GP shows) but he seems to be unable to extract the best from a car and himself on anything other than those tracks that suit the chassis. Eddie is a great team player and did everything asked of him by Ferrari but his laid back attitude often shows up in his racing and as a result he languishes in the company of people he should be ahead of. All in all, 1997 wasn't a bad season, but Eddie himself has already said that it was not all it should have been and I find no reason to disagree.

Giancarlo Fisichella (8th - 20 points)

Giancarlo started the 1997 season with the tag of "second fastest Jordan driver" and initially this seemed to be the case. Whether his late signing and relative lack of testing was the cause of this, but regardless, for the first few races, Schumi Jr. seemed to have the better of him. Suddenly he came back on form and started to routinely beat his team mate under race conditions and towards the end of the season even started to outqualify him. At Hockenheim he appeared to be on his way to a race win until he made a mistake under pressure from eventual winner Gerhard Berger. That he will win is not in doubt, but he needs to learn to perform well when the car is not on top form.

Olivier Panis (9th - 16 points)

Oliver Panis has always shown promise but has never had the equipment to excel in all his seasons in F1. The arrival of Bridgestone, paired with the already good Mugen engine and the neat Prost (nee Ligier) chassis, 1997 seemed his chance to make the step up to the big time. Sadly his season was destroyed when he buried the nose of the Prost chassis in a tyre barrier and broke both of his legs. Nobody knows what he might have achieved had the accident not happened, but it is certain that he would have visited the podium many more times.

Johnny Herbert (10th - 14 points)

Herbert has emerged from the shadows of two dominant German team mates and has re-formed Sauber around him in 1997. Utter domination of all of the other drivers Sauber arrayed against him has raised his self-confidence and that of the team in him. Not in the fastest car, Herbert succeeded by conserving his tyres and managed to get ahead of those drivers who expected to be ahead of him. Not a great season, but a good one for "The Imp".

Ralf Schumacher (11th - 13 points)

The arrival of the younger brother of Michael Schumacher was heralded by the press as the most significant debut since that of Jacques Villeneuve in 1996 and in testing it looked to be warranted. It didn't take long for the lack of self-control that had been evident in F3 and F Nippon to resurface. In both Argentina and Luxembourg he punted Giancarlo Fisichella off, in Canada he ran off on his own, and in Italy he caused Johnny Herbert to have a high-speed accident. As the season wore on and he was beaten by his team mate more often, his race performance deteriorated and his

qualifying started to slip. At the start of the season he looked capable of scoring a victory, but at the end looked like a man in need of a break. 13 points are well below what was expected and he will be looking to improve in 1998.

Damon Hill (12th - 7 points)

A less than successful season for the outgoing World Champion. Despite claims from both himself and the team that they were confident about their chances, at many times this season Damon looked both demoralised and unmotivated. The first race of the season ended before the lights went out and 7 retirements followed. Flashes of brilliance were followed by periods of apathy where Hill was outclassed by his journeyman team mate, Pedro Diniz. As the saying goes, "When he was good, he was very very good, and when he was bad, he was horrid".

Rubens Barrichello (13th - 6 points)

Rubens Barrichello has had a good year, rebuilding his confidence after being beaten soundly by Irvine in 1995 and suffering poor results in 1996. Although he only scored 6 points and retired an astounding 14 times, Rubens never lost motivation and gave his all, which is something that cannot be underestimated. A great race driver and a superb qualifier, his equipment let him down spectacularly and if it happens in 1998 expect him to be high on the shopping list of many team bosses.

Alexander Wurz (14th - 4 points)

Wurz subbed for Gerhard Berger for three Grands Prix in 1997 and impressed at all of them. Despite having no F1 race experience he was on the pace from the word go and made the efforts of Berger and Alesi look a little lacklustre. A fine 3rd place in his final race (British GP) made him one of the hottest properties in F1 and a remarkably mature decision to decline the Sauber race seat mark him out as one to watch. A great start to his career and I can only wonder what he would have achieved with a full Benetton race seat in 1997.

Jarno Trulli (15th - 3 points)

Jarno joined Prost Grand Prix to replace the injured Olivier Panis and impressed everyone with his maturity and ability. Expecting him to be as good as Panis in terms of testing was unfair but the team feel he acquitted himself admirably. At Minardi he dominated Ukyo Katayama and may well be one of the reasons the Japanese driver has left F1. Leading the Austrian Grand Prix was his finest hour and I am sure if he had been in the car for the rest of the season, he would have been capable of repeating the feat. For me Trulli is the most impressive new driver of 1997 and the man to watch at Prost in '98.

Mika Salo (16th - 2 points)

Mika Salo may have dominated Ukyo Katayama in 1997, but he stood no chance of doing the same in 1996. The same problems that dogged his team mate dogged Mika and at the end of the day they usually battled each other rather than anyone else. In Monaco he gambled on fuel consumption and completed the race without stopping for fuel or tyres. This was his, and the teams, finest hour in 1997 and this was the only time luck went his way.

Jos Verstappen (20th - 0 points)

Jos Verstappen has a reputation for being somewhat erratic, but in 1997 he only retired twice because of spinning. Always quick and always right on the limit, Jos was pushed hard by Mika Salo and invariably came out worse than the Finn at the end of each race weekend. Despite this, his confidence never slipped and he always gave it his best. 0 points is no testament to his skill, rather a testament to how far behind the team was. I have no doubts that given a competitive drive he could succeed but at

Tyrrell he will only ever bring up the rear.

Jan Magnussen (20th - 0 points)

Jan Magnussen arrived in F1 with the tag "The New Senna" hanging around his neck and failed to live up to it in every way. Having raced in the DTM, ITC and CART over the past couple of years, he had difficulty getting back into F1 and spent the majority of the season around a second slower than Rubens. At Austria, however, when his seat for 1998 looked lost, it all clicked and since then he has been nipping at the heels of his team mate. Like Rubens, Jan suffered very poor reliability (12 retirements) but remained motivated and never criticised the team or it's partners. Whilst 1997 has been a learning year, you have not seen the best from this young man by a long shot.

From the Internet (newsgroup) rec.autos.sport.f1

For Sale

VDO Gauges, 8000rpm 100mm diameter tachometer, 50mm diameter oil pressure, oil temperature gauges, complete with senders - \$350 ono

Escort "Kings" Springs, 145lb - \$100 pair

Mk 1 Escort GT dash and crash pad - \$150 ono

Rally Tyres, MaxSports 165/70/13, Forest tread pattern, excellent condition - From \$80 each

Phone Stephen Porter 410 6161 or (025) 599 195

OFFICIAL BULLETIN

NEW ZEALAND TOURING CAR CHAMPIONSHIP ARTICLES

(As contained in Schedule One to Appendix Four, 1997/98 Racing Championship Portfolio)

1. CORRECTION TO ARTICLE 6.2

In compiling this Article an error occurred in correlating the double points to the actual round number. It was always the intention to have double points at the opening round and the stand alone South Island Round of Ruapuna in January. As a consequence please amend 6.2 to read:

6.2 Double Points: For Rounds One and Four the actual points scored will be doubled.

2 CLARIFICATION OF:

2.1 Article 6.1 (a)

In establishing the qualifying practice criteria we were mindful of competitor submissions in previous years that there should be a definitive reason for having to practice twice given the tyre restriction rule, otherwise competitors who had already set a good time in practice one would not practice in the second qualifying session, thereby saving tyre wear and consequently gaining a perceived advantage.

When this is coupled with the fact that at fastest practice/race times also sets the reverse six grid for Race Two we then put a points incentive on competitors for the second qualifying practice.

2.2 Article 7.3

This article states, "there shall be a minimum number of three starters per class."

We confirm that the official interpretation of this is that provided over the duration of the Championship we have at least three vehicles entered in each of the classes then awards will be made for that class, ie: at any given round there does not necessarily need to be three cars per class.

Coming Events

14th December 1997

HCMC Hillclimb, Interclub Series Round 4. Bayers Farm. Scrutineering 8:00-9:30am at the venue, entry fee \$35. Come along and try out the new look Hillclimb course. (If wet, we will be holding a closed club Hillclimb at Pebblebrook Quarry -scrutineering 8:30-9:30am, entry \$30).

17th December 1997

Clubnight. This month is our annual Christmas Fun Trial, plotted by Dale Crossley and Gillian Ives. Start is 6:30pm at the Sizzlers Restaurant Carpark, corner of Link Dr and Sunnynook Rd, Sunnynook. Finish will be approx 1 hour later at the Hot Rod Clubrooms (Hillside Rd) where the BBQ will be stoked up with the club providing meat. BYO drink and salad.

18th January 1998

HCMC Motorkhana, Bayers Farm. Anticipate a day with 5-6 tests (depending on number of entries). Invite to SACC members. Entry Fee \$10. The venue will be signposted from Silverdale.

6th/7th February 1998

HCMC Taupo Speed Weekend. Accommodation is going fast, so book now. We are planning on holding events of the Friday and Saturday. For the Sunday Taupo Car Club are planning on holding a Hillclimb at Tokoroa with an invite to HCMC members while a group of members will probably be venturing home via Rotorua for the annual Luge racing. Accommodation is going quickly, so if you need assistance in finding some contact Gillian as soon as possible. There are plans to hold an Autocross as in previous years but the course will probably be very different as part of the old course is now the pit lane. Entry fee had not been advised at the time of print, but will probably be in the vicinity of \$60 to compete for the whole weekend (but don't take it as gospel). More information will be available after the next committee meeting (before January Clubnight) from committee members, but if you require any more information before that time try contacting Dale on 444 0206.

Other Club's Events

None of the following events count for points in any HCMC championships. If you wish to compete in one of these events, contact the club running the event for more information.

13th December 1997

Have-A-Go Day, Auckland Domain, 10am-4pm.

11th January 1998

ACC Hillclimb/Rallysprint, Maramarua

17th January 1998

TVCC Bentsprint, South Rd, Ngatea. 2km gravel, Road Tyres Only.

24th/25th/26th January 1998

ACC Taupo Speed Weekend. Motorkhana, Autocross, Mini Race Meeting.

25th January 1998

SACC Hillclimb, Huntly

7th February 1998

ACC Hillclimb/Rallysprint, Maramarua

13th/14th/15th February 1998

ACC 24hr Race Meeting, Pukekohe Race Track

21st February 1998

TVCC Bentsprint, Pukeawera Rd, Waihi. Gravel.

22nd February 1998

ACC Hillclimb/Rallysprint

7th/8th March 1998

TVCC Kerepehi Grasstrack Meeting.

10th February 1998
MGCC Midget Trial

22nd February 1998
HCMC Hillclimb, Bayers Farm

8th March 1998
HCMC Bentsprint, Pebblebrook

10th March 1998
MGCC Midget Trial.

15th March 1998
HCMC Autocross, Bayers Farm

29th March 1998
HCMC Hillclimb - ***NO POINTS*** The plan for this Hillclimb is to have a "Dial In" time system (similar to drag racing) where you nominate a time and get as close as you can to it (with the person closest to their nominated time the winner).

3rd April 1998
HCMC Prizegiving Evening.

5th April 1998
SACC Rallsprint, Woolf Mufflers Series Round 1. Maramarua Forest.

25th/26th April 1998
HCMC 25th Anniversary Celebration Weekend. For this weekend we are planning to hold a Bentsprint, a Motorkhana and a chat evening. The highlight of the weekend will be a dinner on the evening of the 25th. To register your interest in attending contact Steve Subritzky.

17th May 1998
HCMC Rallsprint

17th April 1998
Gisborne Rally

9th May 1998
Rotorua Rally

6th June 1998
ACC Maramarua Rally

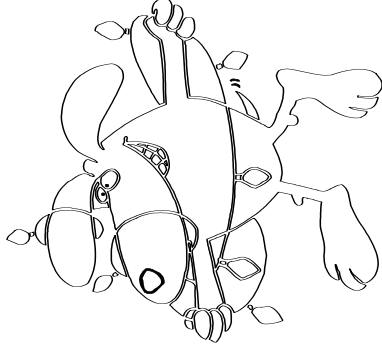
27th June 1998
NSCC/Tokoroa Rally

15th August 1998
Taranaki Rally (Tarmac)

29th August 1998
Hamilton Rally

All events listed in the main events column are events which count towards HCMC club points (except for Clubnights or where stated). All events listed in the "Other Clubs Events" column are events run by other clubs, but do not count for HCMC club points.

Always listen out for cancellation of events on the 1ZB cancellation service, whether the weather is wet or dry. Dogs and Alcohol are prohibited from event venues





NUMBER: 27006
Implementation Date: Immediate
Issue Date: 23 October 1997

MANUAL AMMENDMENT

The following applies to MotorSport Manual Edition 27, Appendix One, Schedule L, Article 2.4.

Amend Article 2.4 International, to read:

“2.4 International
MotorSport New Zealand, being duly appointed representative for FIA in New Zealand, is entitled to issue such licences in the following grades:

Race Grade A or B (Category One)
Race Grade C
Rally Grade
Historic Grade H

As a prerequisite to obtaining any such grade a competitor shall satisfy the requirements of the appropriate subsection of this Article and obtained a pass result in an International Examination.

In sitting the International Examination the competitor will be required to satisfy the Licence Examiner that they have retained a good level of knowledge of the National Sporting Code and its appropriate Appendices.”

BACKGROUND TO AMMENDMENT

The additional paragraph clarifies the requirement to obtain a satisfactory pass in the International Licence Examination. This was inadvertently overlooked in the compiling of Manual Edition 27.

The average American will spend five years of his life waiting in lines, either on foot or at the wheel of his car. He will take almost 26,000 showers. He will spend 30 months reading newspapers. He will laugh about 400 thousand times and he will save about 26 thousand dollars by using coupons.

The Sunday Independent (a Pennsylvania newspaper) recently reported a story about a woman who returned home after a hospital stay and found the first floor rear door to her home forced open. In a search, the only item found missing was a four-pack of Charmin toilet tissue.

COPS & SPEED: IT'S A PRO'S GAME

By C. VAN TUNE

It's dawn, and the rising desert sun sears my face with a red-orange intensity, its glare engulfing the cockpit and burning through the darkest RayBans like a photon-laser beam. Beside me, the driver is unflinching -- his boot mashed to the firewall as the speed continues to climb. Beneath us, the Mustang 5.0 marauds through the light traffic like a great black and white shark, deftly maneuvering around uninteresting prey as it takes in ravaged mouthfuls of tarmac in 120-mph bites. Now, this is a ride-along!

California Highway Patrol officer Randy Dopp has his eagle eye trained far ahead on a nearly indiscernible vehicle, traveling east on Interstate 10 near Palm Springs. As we close in, I can see the car is a Toyota Supra, running nearly 100 mph and oblivious to our shadowing. After a few more seconds of observation, we pull in behind and light him up. The driver continues ahead at 95 mph, completely unaware of the flashing ticket book now filling his rear-view mirrors. Ten more seconds pass, then Dopp nudges a brief whelp from the siren and fades back another few car lengths. Fades back for good reason: The siren's squawk brings this dufus back into reality in a heartbeat, and his response -- a typical one, says Dopp -- is to nail the brakes.

"So, why even go through the trouble of shadowing the guy?" I ask. Judging by his blatant inattention, and that of the majority of other speeders we stopped during our eight-hour shift, Dopp could just as well be driving a Day-Glo chartreuse cop car trailing a giant 3-D caricature of Dennis Rodman like a Macy's parade float. Yeah, and 90 percent of the drivers still wouldn't see him until he's 50 feet off their rear bumper. Unbelievable.

Twenty years ago, I learned by painful points-on-the-license penalties to watch everything like a demon: onramps, medians, rest stops, truck scales, and so on. Dopp says he doesn't need to hide to catch the ubiquitous speeder (nowadays on his beat, 90 and 100 mph are common), and we're making continual loops of a 20-mile section of I-10 on this ride-along day. The Supra driver looks surprised at being stopped. He'll now be on his way with a 90-mph ticket -- about a \$230 fine on this 70-mph road.

Think you're more alert than the average driver? Most *Motor Trend* readers probably are, but I, for one, was bowled over by this officer's ability to spot a speeding vehicle from staggering distances. "Here comes one at about 95," Dopp says, peering across the tumbleweed-infested median into the hazy distance of oncoming traffic. "Huh, where?" I quizzically respond. Only then do I realize Dopp is looking much farther away than I am; literally a mile or so ahead, watching for the slightest variations in speed among vehicles. Within seconds, a white Corvette convertible races past in the opposite direction, and we bound across the sandy median to give chase.

The CHP Mustang is equipped with front and rear K-band radar guns, but Dopp tells me that their sole purpose is to corroborate his vehicle's speed during a pursuit, not to serve as nab-the-speeder tools. And with Dopp's ability to judge vehicle speed at great distances, there's no need to use the radar for anything else (which also makes him that much harder for you and me to detect).

The Vette is nabbed for 100 mph, and its driver asks who the officer's camera-toting pal is. "*Motor Trend*, cool!" the offender exclaims as he hops out to ask me about the '98 Corvette. He's still smiling as he signs the ticket.

It's now 1 p.m., and the eight-hour shift is over. During that time, Dopp wrote 11 tickets

and gave seven warnings. He's a good guy, and I can't help but let him in on some of my "run silent, run deep" highway speed tactics: Stay out of the fast lane, use clumps of traffic to mask progress, concentrate on smoothness at all times, and, above all, watch for cops like a hawk.

"You're my biggest challenge," Dopp says. "I really have to work to catch guys like you." I smile at that remark, because as someone who's now spent a day inside the black-and-white, I have to admire the cop who plays his game like a pro.

Article from Motor Trend Magazine, September Issue <http://www.motortrend.com>

<p>Get involved... in the ACC 24 hour race.</p> <p>Helpers are required to assist in the running of the Auckland Car Club 24 Hour race. Primarily, helpers are required for marshal points during the race. For all officials and marshals meals and snacks are provided and multi-berth campervans will be at each marshal point. Bathroom facilities will also be available.</p> <p>For further information please contact Ron or Raewyn Brown (09) 478 2503</p>	<p>1998 Shoreline Classic Rally</p> <p>The 1998 Shoreline Classic will be run in conjunction with (and at the same time as) the 1998 Otago Rally, a Division One round of the NZ Rally Championship, 16/17 May 1998.</p> <p><i>The Shoreline Classic Rally will have the following features:</i></p> <ul style="list-style-type: none"> • Eligibility restricted to 2WD pre-1982 vehicles • Separate classes for modified and unmodified vehicles • Shoreline Classic entrants will use the same route book as the Otago Rally competitors but will run in a separate group and be separately seeded. • Service park and event rejoining requirements will be relaxed for Classic Rally entrants. • Mostly daylight stages spread over two days, total stage distance approx 220km. <p><i>For further information contact:</i> Norman Oakley (03) 477 9417 wk/ fax (03) 476 1421 hm</p>
<p>Manawatu Car Club Jubilee</p> <p>The Manawatu Car Club (Inc) invites all past and present members and friends of the club to celebrate our 50th Jubilee on the weekend of 6/7/8 March 1998. Please register your interest with: Ms Marion Prisk, 30 Kimbolton Road, Feilding, NZ 5600, or phone.fax (06) 323 3944</p>	

TECHNOFILE

1997 Subaru Impreza WRC 1997 WRC Manufacturers Champions



The creation of the World Rally Car heralds a brave new era for the FIA World Rally Championship. And, as the first example of this new breed of competition car, the Subaru Impreza 555 WRC 97 is a dynamic and powerful representation of what the future holds for the sport.

Rally cars are hugely popular with the general public because they can clearly see a link between the spectacular competition vehicles racing through the special stages, and the car they drive to work. When the FIA set about changing the rules it was important to retain this link, but at the same time remove the costly and risky requirement for vehicle manufacturers to produce 2,500 highly-specialised road cars on which the rally car is based.

From 1997 the new rules for World Rally Cars shifts the emphasis for a vehicle manufacturer from producing this limited run of 2,500 specialised road cars, which were designed more for competition than consumers, to a new set of rules or "formula", which clearly define all of the key parameters on the car. This new formula must now be applied to a car model that has been produced in mass numbers of at least 25,000.

The new World Rally Car formula enables vehicle manufacturers to take this existing mass market car and produce a minimum of 20 World Rally Cars. The formula is based on the key elements of a 2-litre turbo-charged engine, 4 wheel-drive, 1230 kg minimum weight, all wrapped up in a mid-sized family saloon.

With this simple change the emphasis in the sport has swung from producing ever more extreme road cars in order to have a competitive rally car, into a formula that will ensure greater equality between competitors, lower development costs for vehicle manufacturers, and even more spectacular looking cars for the fans.

The all-new Impreza 555 WRC 97 is a potent piece of machinery that has been created at Prodrive's headquarters in Banbury, England, in just nine months by a dedicated team led by Technical Director, David Lapworth.

BODYSHELL

The dramatic contours of the Impreza 555 WRC 97 - with its wider wheel arches and revised aerodynamics - are the inspiration of performance car stylist, Peter Stevens, the man behind the McLaren F1 road car. Stevens clay-modelled a new body, seeking to create a bold design that took greatest advantage of the new World Rally Car formula. In doing so he fabricated a body shell that capitalised on the increased width allowance, for improved handling, maximum cooling ability for the engine, and improved aerodynamic downforce with larger front and rear spoilers.

Through wind tunnel work at MIRA (Motor Industry Research Association), a number of spoilers were evaluated, balancing increased downforce against the drag each created. MIRA was also engaged to work with Prodrive engineers to optimise the roll cage design. Utilising the latest computerised torsion and twist testing, and incorporating new side impact protection bars now allowed under the new regulations, a 20% stiffer shell has been produced for the WRC 97.

INTERIOR

Once again the Prodrive team set about making the driving area as functional as possible. Restyling the dashboard below heater control levels as stipulated by the regulations, and improving the layout of the control switches and the key instrumentation. The initial restyling was again undertaken by Peter Stevens.

Being allowed to change the layout and content of the instrument panel resulted in the design of new instrumentation for both the driver and co-driver. Using a full colour, high-resolution screen, a new digital dash, capable of displaying 18 pages of information, has been created. Not only does the new system enable the driver to scroll through and choose what he sees on the screen,

it also gives engineers greater accessibility to vital data.

ENGINE

One key aspect of the new formula aimed to make the series more accessible to manufacturers is the engine. From 1997 it is possible to choose any 2-litre engine from a manufacturer's model range and, with careful re-engineering, fit a turbo and intercooler for competition. No more costly homologation of 2,500 versions of the car are needed.

By using a new cross member and engine mountings, the Subaru Impreza 555 WRC 97's engine has been moved back by 25mm, allowing for better weight distribution, the use of a new clutch, and improved positioning of the turbo, inlet and exhaust manifolds. As the engines must retain the existing 34mm restrictor on the inlet manifold it is not possible to gain large amounts of power. Instead the challenge facing the engineers is one of optimising all of the elements throughout the rev range and in all conditions.

The intercooler is critical to this as it dictates the temperature of the air going into the engine, which in turn directly affects the power output. The cooler the air going in - the more power coming out. The effect of this one element is dramatic and, from 1997, a maximum capacity of nine litres has been set, considerably larger than used on the previous Impreza. In order for the Subaru to take advantage of this new limit, the location of the intercooler under the bonnet had to be completely altered. This was tested at MIRA to choose the best location and size, given the various changes of climate and ambient temperature encountered on World Championship rallies. An optimum position was established which gives the greatest potential for improved engine power.

The regulations allow for other performance-enhancing improvements to the engine, and water injection can also be added. Embracing the environmental concerns of the automotive industry a catalytic converter must now be fitted to all World Rally Cars.

TRANSMISSION

The highly-successful Subaru Impreza 555, which has been at the forefront of the World Rally Championship, uses Prodrive's unique semi-automatic, six-speed gearbox in its 4 wheel-drive system.

The World Rally Car formula allows for the addition of a 4-wheel-drive system to cars that do not already possess them. Prodrive engineers have produced a shorter gearbox for the new car which allows the engine position to be altered. To accommodate this - and package the exhaust system to improve ground clearance - the transmission tunnel has been increased to the maximum allowed dimensions.

SUSPENSION

Taking full advantage of the increase in width, the new car is 8cm wider. Through this, the Subaru Impreza 555 WRC 97's performance has been optimised in terms of increased cornering speed and suspension travel.

The wider track offers potential for improving the car's road-holding and, therefore, its speed in corners. In addition, larger wheel arches are allowed under the new regulations which enable suspension travel to be increased, further improving handling.

A vehicle manufacturer who converts a 2 wheel-drive car to 4 wheel-drive is also allowed to redesign the rear suspension to allow for new driveshafts.

EXTERIOR

To mark the dawning of a new era, the team's sponsorship partner, British American Tobacco - for their 555 brand - has produced an equally powerful livery for the Subaru Impreza 555 WRC 97. Reflecting the dramatic styling of the WRC 97, the stunning metallic blue and fluorescent yellow livery underlines a dazzling new future.

David Lapworth speaks for many when he summarises the concept of the World Rally Car, an idea which sees Subaru at the forefront with the unveiling of the Subaru Impreza 555 WRC 97.

"The World Rally Car formula will make it easier for more manufacturers to enter the World Championship, and with more manufacturers there will be more choice for private entrants. It's

time we encouraged the people who have the necessary budgets to come into the World series. Given the total support of a manufacturer, there are several private teams capable of emerging as major players in the future of the World Rally Championship."

VITAL STATISTICS

Engine: Flat 4-cylinder
Capacity: 1994cc
Bore: 92.0mm
Stroke: 75.0mm

Engine Management: Subaru programmable electronic engine management system

Power: 300bhp/5500rpm
Torque: 48kg-m/4000rpm

Transmission: 4 wheel-drive. Prodrive 6-speed manual. Torque split front/rear:
50/50. Electro-hydraulically controlled differentials

Suspension: Front: MacPherson strut
Rear: MacPherson strut with longitudinal and transverse link

Side Impact Protection: Carbon fibre & aluminium honeycomb

Brakes: Ventilated discs and 4-pot callipers (water-cooled for asphalt)

Catalytic Converter: Three-way metallic catalyst

Steering: Power assisted rack and pinion

Dimensions: Overall length: 4340mm
Overall width: 1770mm
Overall height: 1390mm
Wheelbase: 2520mm
Car weight: 1230kgs

Data ECU: 3 microprocessor controllers linked by canbus programmable colour display (driver)

Tyres: Pirelli
Shock Absorbers: Bilstein
Radio Equipment: Kenwood
Turbo Charger: IHI
Spark Plugs: NGK
Wheels: Speedline

RESULT *Compiled by Gillian Ives*

INTERCLUB HILLCLIMB SERIES - ROUND 3 RESULTS - 23 NOVEMBER 1997 ORGANISED BY : PUKEKOHE CAR CLUB VENUE : MURRAYS ROAD

No	Name	Run 1	Run 2	Run 3	Run 4	Fastest	O/All	Cib	Cls
<i>1001-1300cc</i>									
4	Mark Cullum	01:32.19	01:28.97	01:21.76	01:21.05	01:21.05	11	PCC	
29	Leslie Tirrell	01:30.54	01:28.43	01:25.06	01:21.20	01:21.20	12	SACC	
5	Dale Perry	01:23.33	DNF	DNS	DNS	01:23.33	16	HCC	
3	Stephen Porter	01:30.40	01:26.06	01:24.71	01:23.59	01:23.59	17	1	1
2	Samuel Stubbs	01:52.72	01:45.35	01:42.14	01:37.47	01:37.47	27	5	2
1	Dianne Roach	01:49.72	01:47.74	01:43.44	01:42.64	01:42.64	28	SACC	
<i>1301-1600cc</i>									
10	Jeff Hill	01:24.29	01:21.03	01:20.06	01:17.90	01:17.90	7	PCC	
18	Dave Boyce	01:21.70	01:21.77	01:23.03	01:18.20	01:18.20	8	SACC	
17	Scott Currie	01:26.17	01:24.23	01:21.77	01:19.43	01:19.43	9	SACC	
19	Chris Woudenberg	01:28.48	01:24.43	01:23.44	01:21.35	01:21.35	13	SACC	
20	Tony Young	01:28.84	01:25.50	01:24.63	01:23.10	01:23.10	14	SACC	
14	Dean Evans	01:29.60	01:26.03	01:23.17	01:23.58	01:23.17	15	SACC	
9	Chris Franklin	01:29.48	01:28.01	01:25.73	01:23.61	01:23.61	18	SACC	
8	Dave Porteous	01:32.95	01:26.76	01:27.15	01:23.75	01:23.75	19	SACC	
11	Warren Young	01:33.33	01:25.83	01:23.91	01:24.53	01:23.91	20	SACC	
13	Craig Tickle	01:28.58	01:24.35	01:26.39	01:26.35	01:24.35	21	PCC	
12	Colin Jones	01:31.03	01:36.74	01:24.74	01:25.50	01:24.74	22	2	1
16	Garry Trays	DNF	01:30.23	01:28.65	01:28.73	01:28.65	24	3	2
15	Jeff Harlick	01:29.90	01:33.93	01:32.28	01:29.80	01:29.80	25	4	3
7	Cindy McKay	01:45.66	01:42.24	01:44.58	01:36.56	01:36.56	26	SACC	
6	Anne Boyce	02:05.85	01:51.39	01:49.48	01:46.15	01:46.15	29	SACC	
<i>1601-2000cc</i>									
21	Dave Dixon	01:20.45	01:18.66	01:15.61	01:15.40	01:15.40	5	PCC	
<i>2001cc & Over</i>									
22	Rodney Atchinson	01:19.84	01:15.94	01:16.03	01:13.81	01:13.81	4	PCC	
<i>4WD</i>									
27	Kevin Holmes	01:12.16	01:09.44	01:08.69	01:09.43	01:08.69	1	PCC	
25	Ray Wilson	01:17.05	01:15.06	01:12.68	01:11.40	01:11.40	2	PCC	
28	Richard Legae	01:21.53	01:16.35	01:13.16	01:15.03	01:13.16	3	SACC	
26	Colin Crispe	01:18.93	01:17.46	01:15.75	01:15.73	01:15.73	6	PCC	
23	Dianna Legae	01:43.46	01:32.13	01:26.28	01:20.19	01:20.19	10	SACC	
24	Darren Quinn	01:33.27	01:28.48	01:25.68	01:25.81	01:25.68	23	???	

Clubnight Ten Pin Bowling

19 November 1997

Lane 7	1	2	3	4	5	6	7	8	9	10										
Dale Crossley	7	2	9	0	3	2	7	1	5	4	9	/	9	/	5	0	X	/	1	2
		9	18	23	31	40	59	74	79	92	95									
Kayne Barrie	0	9	X	7	0	5	1	9	0	3	2	9	0	7	/	X	/	X	7	0
		9	26	33	39	48	53	62	82	102	112									
Colin Jones	1	7	7	2	0	/	7	/	0	/	7	0	7	0	9	0	7	/	X	7
		8	17	34	44	61	78	85	94	114	134									
Margaret Jones	9	0	8	1	0	8	5	0	2	0	S7	0	8	/	S7	0	3	0	6	0
		9	18	26	31	33	40	57	64	67	73									
Peter Doggett	0	8	0	8	6	1	0	8	9	/	9	/	X	/	5	3	4	/	5	1
		8	16	23	31	50	70	88	96	111	117									
Wee Jimmy H (Steven Hawes)	6	2	3	/	6	3	8	1	S6	1	6	2	5	0	8	1	7	0	X	7
		8	24	33	42	49	57	62	71	78	98									

Lane 8	1	2	3	4	5	6	7	8	9	10										
Jeff Torkington	1	/	0	9	0	7	3	0	9	/	9	0	7	0	X	0	9	/	6	2
		10	19	26	29	48	57	64	84	100	108									
Chris Subritzky	1	1	7	0	9	/	X	5	4	0	0	3	6	9	/	7	0	9	0	
		2	9	29	48	57	66	83	90	99										
Paul Torkington	1	/	0	5	8	0	8	/	0	1	S7	0	1	8	0	1	4	0	4	0
		10	15	23	33	34	41	50	51	55	59									
Nicola Ives	0	1	0	0	0	4	9	0	0	0	0	0	0	0	0	1	0	0	0	1
		1	1	5	14	14	14	14	15	15	16									
Gillian Ives	5	3	9	0	0	7	0	9	1	4	9	0	8	7	0	5	0	0	7	0
		8	17	24	33	38	47	57	62	62	69									
Lloyd Ives	8	0	0	5	6	0	1	5	7	0	1	6	7	1	1	0	X	/	X	0
		8	13	19	25	32	39	47	48	78	98									

LADDER! *Compiled by Gillian Ives*

As at 9 December 1997

1001 - 1300cc CHAMPIONSHIP

128	Stephen Porter	{ 25 }	Alison Stiglich
77	Chris Subritzky	{ 24 }	Paul Torkington
50	Nicola Ives	{ 20 }	Rachelle Alexander
48	Lloyd Ives	{ 14 }	Helen Torkington
46	Samuel Stubbs	{ 10 }	Allan Woolf
33	Steve Subritzky	6	Brian Stubbs
25	Gillian Ives		

1301 - 1600cc CHAMPIONSHIP

108	Garry Traves	{ 13 }	Stephen Jones
80	Jeff Harlick	{ 12 }	Matthew Adams
66	Colin Jones	{ 7 }	Justin Croy
46	Steven Hawes	{ 7 }	Paul Adams
{ 42 }	Jeff Torkington	{ 6 }	Ben Hawes
{ 29 }	Brett Matthews	{ 6 }	Richard Knox
27	Kayne Barrie	5	Paul Stanaway
19	Justin Glavish	{ 5 }	Daniel Notley
{ 19 }	Margaret Jones	{ 5 }	Michael Sheehan
18	Robert Milligan	{ 4 }	Campbell Jones

1601 - 2000cc CHAMPIONSHIP

40	Graham Hunter	30	Paul Stanaway
{ 40 }	Colin Craig	9	Kayne Barrie
{ 36 }	Susan Hunter		

2001cc & Over CHAMPIONSHIP

50	Dale Crossley	{ 10 }	Neil Rice
35	Richard Hulbert	{ 9 }	Elizabeth Hunter
27	John Borowski	{ 9 }	Kimm Wray
10	Chris Subritzky	{ 9 }	Mike Tarr
{ 10 }	Karl Adams	{ 8 }	Claire Hunter

Those there squiggly brackets around your name on the ladders are there for a reason. That reason? You haven't donated a day to help out at the running of an event. The consequences? You will not receive a trophy at the year's end if you do not help out sometime during the year. Get in early and remove them now - call a committee member and tell them which event you want to help at, and it will be arranged.

SPEED CHAMPIONSHIP

97	Stephen Porter	{ 10 }	Alison Stiglich
70	Garry Trayes	{ 10 }	Karl Adams
50	Jeff Harlick	{ 10 }	Neil Rice
42	Colin Jones	{ 9 }	Allan Woolf
40	Dale Crossley	8	Robert Milligan
37	Chris Subritzky	{ 7 }	Mike Tarr
{ 35 }	Colin Craig	{ 7 }	Kimm Wray
28	Steven Hawes	{ 7 }	Rachelle Alexander
{ 26 }	Brett Matthews	{ 6 }	Margaret Jones
{ 23 }	Jeff Torkington	{ 5 }	Ben Hawes
21	Richard Hulbert	{ 5 }	Matthew Adams
21	Graham Hunter	{ 4 }	Daniel Notley
18	Kayne Barrie	2	Nicola Ives
17	Steve Subritzky	2	Brian Stubbs
16	John Borowski	{ 2 }	Susan Hunter
15	Lloyd Ives	{ 1 }	Stephen Jones
14	Samuel Stubbs	{ 1 }	Paul Torkington
13	Paul Stanaway	{ 1 }	Paul Adams

MOTORKHANA CHAMPIONSHIP

19	Chris Subritzky	9	Paul Stanaway
19	Justin Glavish	{ 7 }	Rachelle Alexander
16	Garry Trayes	5	Lloyd Ives
13	Colin Jones	4	Graham Hunter
11	Steven Hawes	{ 4 }	Michael Sheehan
10	Kayne Barrie	3	Gillian Ives
10	Jeff Harlick	3	Samuel Stubbs
{ 10 }	Jeff Torkington	{ 3 }	Justin Croy
9	Robert Milligan	{ 1 }	Campbell Jones
9	Dale Crossley		

PRODUCTION CAR CHAMPIONSHIP

57	Lloyd Ives	{ 8 }	Justin Croy
{ 40 }	Jeff Torkington	{ 8 }	Daniel Notley
25	Colin Jones	{ 8 }	Michael Sheehan
20	Justin Glavish	{ 8 }	Richard Knox
20	Gillian Ives	7	Paul Stanaway
{ 16 }	Matthew Adams	{ 6 }	Campbell Jones
11	Nicola Ives	{ 5 }	Elizabeth Hunter
10	John Borowski	{ 5 }	Stephen Jones
{ 9 }	Kimm Wray	{ 4 }	Margaret Jones
{ 9 }	Ben Hawes	{ 3 }	Alison Stiglich
{ 9 }	Paul Adams	{ 2 }	Claire Hunter
8	Chris Subritzky		

RALLYSPRINT CHAMPIONSHIP

51	Stephen Porter	9	Steven Hawes
{ 27 }	Colin Craig	8	Kayne Barrie
20	Dale Crossley	{ 8 }	Mike Tarr
10	Paul Stanaway	6	Steve Subritzky
{ 10 }	Neil Rice		

BENTSPRINT CHAMPIONSHIP

39	Garry Traves	{ 10 }	Karl Adams
38	Colin Jones	{ 9 }	Allan Woolf
26	Jeff Harlick	{ 8 }	Kimm Wray
18	John Borowski	{ 6 }	Matthew Adams
13	Chris Subritzky	{ 5 }	Margaret Jones
13	Richard Hulbert	{ 3 }	Jeff Torkington
12	Samuel Stubbs	2	Lloyd Ives
{ 10 }	Brett Matthews	{ 1 }	Helen Torkington

RALLY DRIVERS CHAMPIONSHIP

43	Neil Rice	12	Michael Tarr
39	Tony Wakelin	2	Brett Matthews
35	Keith White	1	Kayne Barrie
25	Todd Bawden	1	Steven Hawes
22	Ben Hawes	1	Paul Stanaway
12	Paul Adams		

RALLY NAVIGATORS CHAMPIONSHIP

50	Stuart Roberts	12	Stephen Armstrong
45	Mike Stiglich	10	Justin Croy
36	Andrew Wakelin	10	Lloyd Ives
24	Dale Crossley	2	Brett Piddington
19	Darryn Hughes	1	Craig Morgan
15	Jeremy Tagg	1	Brendon Whitcombe

TRIAL DRIVERS CHAMPIONSHIP

10	Steve Subritzky	7	Karen Stubbs
10	Dale Crossley	{ 6 }	Mike Sheehan
9	Stephen Porter	5	Garry Traves
8	Jeff Harlick		

TRIAL NAVIGATORS CHAMPIONSHIP

10	Chris Subritzky	9	Lloyd Ives
10	Gillian Ives	8	Samuel Stubbs

ORGANISERS CHAMPIONSHIP

14	Tracey Glavish	2	Chris Harding
14	Gillian Ives	2	Jeff Harlick
10	Mark Thomas	2	Graham Hunter
8	Justin Glavish	2	Lloyd Ives
8	Nicola Rarere	2	Cheryl Milligan
8	Brian Stubbs	2	Robert Milligan
6	Peter Doggett	2	Paul Stanaway
6	Stephen Porter	2	Karen Stubbs
6	Chris Subritzky	2	Samuel Stubbs
4	Kayne Barrie	2	Sarah Stubbs
4	Dale Crossley	2	Sheree Stubbs
4	Steven Hawes	2	Steve Subritzky
4	Nicola Ives	2	Sylvia Subritzky
4	Colin Jones	2	Brendon Whitcombe
2	Mark Alexander	2	Keith White

ALLCOMERS CHAMPIONSHIP

1	Mark Bradly	1	Tony Klay
1	Dale Perry	1	Aaron McKenzie
1	Sean Omeara	1	Phillip Blackbourn
1	Craig Jones	1	Kevin Lyall
1	Steve Keys	1	Glenn Franks
1	Scott King	1	Mike Kendall
1	James Logan	1	Steve Goodare
1	Leslie Terrill	1	Kane Reynolds
1	Dean Clarkson	1	Kelly Sherriff
1	Dave Strong	1	Sean Gray
1	Rodger Elias	1	Paul Rodgers
1	Grant Liston	1	David Thexton
1	David Boyce	1	Kingsley Jones
1	Scott Currie	1	Graham Hoyland
1	David Shaw	1	Bill Russell
1	Tony Young	1	Wayne Rae
1	Peter Martel	1	Dennis Gray
1	Chris Franklin	1	Will Ward
1	Malcolm Lowry	1	Mark Webb
1	Dave Boyd	1	Colin Crispe
1	Brent Perry	1	Neil Rodgers
1	Amanda Perry	1	Scott Williamson
1	Tim Franks	1	Clive Reid

OVERALL CHAMPIONSHIP

112	Stephen Porter	{ 10 }	Neil Rice
91	Garry Trayes	{ 10 }	Michael Sheehan
70	Jeff Harlick	9	Karen Stubbs
70	Chris Subritzky	{ 9 }	Allan Woolf
63	Dale Crossley	8	Nicola Rarere
59	Colin Jones	{ 7 }	Kimm Wray
43	Steven Hawes	{ 7 }	Mike Tarr
{ 35 }	Colin Craig	6	Nicola Ives
{ 33 }	Jeff Torkington	6	Peter Doggett
32	Kayne Barrie	{ 6 }	Margaret Jones
31	Lloyd Ives	{ 5 }	Matthew Adams
27	Gillian Ives	{ 5 }	Ben Hawes
27	Justin Glavish	{ 4 }	Daniel Notley
27	Samuel Stubbs	{ 3 }	Justin Croy
27	Steve Subritzky	2	Chris Harding
27	Graham Hunter	2	Cheryl Milligan
{ 26 }	Brett Matthews	2	Keith White
24	Paul Stanaway	2	Brendon Whitcombe
21	Richard Hulbert	2	Mark Alexander
19	Robert Milligan	2	Sylvia Subritzky
16	John Borowski	2	Sarah Stubbs
14	Tracey Glavish	2	Sheree Stubbs
{ 14 }	Rachelle Alexander	{ 2 }	Susan Hunter
10	Brian Stubbs	{ 1 }	Paul Adams
10	Mark Thomas	{ 1 }	Paul Torkington
{ 10 }	Alison Stiglich	{ 1 }	Campbell Jones
{ 10 }	Karl Adams	{ 1 }	Stephen Jones

LADIES CHAMPIONSHIP

65	Nicola Ives	{ 27 }	Helen Torkington
40	Gillian Ives	10	Karen Stubbs
{ 34 }	Susan Hunter	{ 9 }	Elizabeth Hunter
{ 27 }	Margaret Jones	{ 5 }	Claire Hunter
{ 27 }	Alison Stiglich		

JUNIOR DRIVER CHAMPIONSHIP

76	Nicola Ives	{ 10 }	Claire Hunter
{ 42 }	Paul Torkington	{ 10 }	Campbell Jones
{ 28 }	Helen Torkington		

The Committee of the club wish all members a Merry Christmas and a Happy New Year. Drive carefully and we'll see you all next year.

