

For Motorsport North of the Bridge





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May 1998

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we need our rest too!

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Clubnight

7:30pm, third Wednesday of each
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Cover

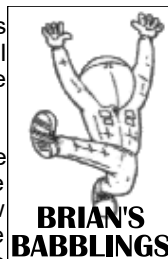
Stephen Porter, 1997-98
Overall Champion.

HCMC Net

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THE VIEWS EXPRESSED IN THIS MAGAZINE ARE THOSE OF THE WRITERS, AND ARE NOT NECESSARILY THOSE HELD BY THE EDITOR, COMMITTEE OR CLUB

Hello one and all for those that do not know my name is Brian Stubbs and at the recent AGM was elected as president for this year. I originally went along only with the intention of becoming a committee member if wanted and ended up with the top job.



I have no qualms about taking up the reins of the club because the previous committee and president have left it in excellent shape, some of the previous committee has stayed on and we also have some new blood. Previously when I had this job I was also competing and quite often had a clash of interests this I hope to avoid this year, that does not mean I will not be competing when I can. For those that are new to the club and existing members please remember that this is your club and your ideas, input and help are always welcome.

I would like at this point to offer my thanks to the 25th Anniversary Weekend organizer's and to all that helped over the weekend it really was tremendous, I met a lot of people and learned a bit more of the clubs history again THANKYOU

Bye for now hope to see you at coming events including clubnights

Brian

PS: If I have not sold it my Datsun is no going real cheap with all spares

JOKE OF THE MONTH

BURGER KING INTRODUCES LEFT-HANDED WHOPPER®

More than 32 Million Americans Could Benefit

April 22, 1998 (AP) -- Burger King Corporation today announced the launch of the new Left-Handed WHOPPER®, which will become available nationwide tomorrow. America's most preferred premium hamburger will feature the trademark build of lettuce, tomato, onions, pickles, mayonnaise, ketchup and 4-ounce flame broiled hamburger patty, but the newly designed sandwich has been re-engineered to fit more comfortably in the left hand, thereby reducing condiment "spills" for left-handed hamburger lovers. It is estimated that more than 1.4 million left-handed customers visit U.S. Burger King® restaurants each day.

The new left-handed sandwich will have all condiments rotated 180 degrees, thereby redistributing the weight of the sandwich so that the bulk of the condiments will skew to the left, thereby reducing the amount of lettuce and other toppings from spilling out the right side of the burger. The exact method of rotation is a closely held proprietary secret, and Burger King officials would not allowed it to be viewed by members of the press.

"We have always been proud of the fact that we offered 1,024 ways to order our flagship WHOPPER® sandwich. Now we are offering 1,025 ways. It's the ultimate 'HAVE IT YOUR WAY®' for our left-handed customers," said Jim Watkins, senior vice president for marketing for Burger King Corporation.

It is estimated that approximately 13 percent of the U.S. population (or 32.5 million people) is left-handed, making this consumer group one of the largest—and one of the most over-looked—minority segments in the country.

The new left handed WHOPPER® will be launched in a full-page ad in USA TODAY on Thursday. Initially, the Left-Handed WHOPPER® will only be available in the U.S., however, the company is considering plans to roll it out to other countries with large left-handed populations.

Industry analyst, Myron Katz, expressed doubt about Burger King's latest offering. "The new left-handed WHOPPER® will probably be a dismal failure like last year's left-handed straws."

Jim Watkins countered his claim by explaining that "the left-handed straw campaign failed because it was 'too successful.' It's a well know fact that lefties tend to hoard left-handed items. When word got out on the streets, we were literally swamped with lefties at all of our locations. It was impossible to re-tool the straw factories quickly enough to meet the demand for left-handed straws, so we cancelled the campaign and used the resources to fund this year's Mr. Potato Latke® promotion."

THE DANGERS OF TAKING A SERVICE DROID OFF SCRIPT

So the 2.30pm flight from San Jose to Seattle doesn't take off until 5pm. But that's a different story. The point is it's now 8pm: I'm tired, I'm irritable, I'm hungry, I'm lazy. So I decide to avail myself of that characteristically American service industry: The fast-food restaurant.

For reasons of privacy, I've changed the name of the establishment in question and its star sandwich for the purpose of this narrative. Let's call it "Burger Kong" and "The Whimper."

I arrive at the counter and order a Whimper with cheese combo.

There is an odd pause. A bad sign. Upon further examination, I realize why: There is no "Whimper with cheese combo" on the menu. There's a "Whimper combo" and a "Bacon Whimper with cheese combo," but no "Whimper with cheese combo."

Burger Kong Droid: You mean a Bacon Whimper with cheese combo?

Me: No, just a regular Whimper with cheese combo.

BKD: You mean a Whimper combo?

Me: No, a Whimper with cheese combo.

The BKD is now very confused. So I decide to change my order to get the ordeal over with.

Me: Never mind. I'd like a Whimper combo. Number 2 on the menu.

The BKD's demeanor suddenly changes: I'm back on script! Thus relieved, the BKD then asks the next question on the script, the question that demonstrates why this story is being retold:

BKD: Would you like cheese on your Whimper?



This is my first comment as Club Captain for the 98/99 season but I can look on the bright side, that there are only eleven more articles to write for the year.

We had a very successful 25th Anniversary weekend with very good weather that enabled us to have a real picnic come carnival atmosphere to everything. The turnout was the largest I have seen in my three and a half years of involvement with HCMC with many who were obviously past members, taking the opportunity to have another go at some competition.



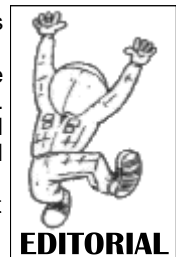
On a sadder note was the demise of Snot on the third run up Pebblebrook, so all you people who have enjoyed picking on my Snot will have found that source to have dried up for a while so to speak. It is often amusing how things happen in these situations though. I had offered a ride up the hill to one of the spectators and while telling him to make sure his seatbelt was positioned correctly and firmly tightened his comment was "Why we are not going to crash & burn are we?" Less than a minute later he was climbing out of the car and while we thankfully hadn't burnt we had certainly crashed.

A reminder to be vigilant when it comes to safety issues was again brought home as a result of this crash as the rollcage, belts and helmets did what they were supposed to and protected us well. When it goes wrong it is too late, if you have cut corners on these items. However one of the areas I did overlook was the chain around my passengers neck which resulted in a few minor cuts to him. It can so often be the small things like this that can catch you out in an emergency.

Enough for now see you next month.

Colin

Yes, another month has passed us by, one that has seen us celebrating our 25th Anniversary and one that has seen changes on the committee. And one that has not seen me having a couple more spare weekends a month from not having to produce a magazine. Still, I would rather spend a weekend doing this than a weekend playing computer games (or a weekend studying, which is what I **should** be doing!) Better, my article last month has finally had some results by producing some articles. I couldn't believe it; please don't stop now guys!



First up was AGM (it seems so long ago). From what I can remember it was a very long evening (at least for those of us who were up before dawn). And sadly, I can't remember much else! The road tyre rule came up again (predictably) and it was decided that a sub-committee be set up to examine possible changes and to present their findings to the committee later in the year. At the moment the status quo remains, but don't go out spending up large of tyres to meet the current regulations because when the new regulations come out they will likely be far more restrictive than at current. What else? I honestly can't remember! See elsewhere in this mag where there will be a write-up after I get the minute's book to get the information from!

Moving along, we had our 25th Anniversary, which seemed to be enjoyed by all and

sundry. Things kicked off on Friday night with about 50 people gathering at the old Thunderbird Tavern for a little get-together. Photo albums were out in force, and the chatting went on well past the end of the league test on TV. Sadly from my point, most people seemed to know me, but only from when I was knee high to a gnat (oh, how things change!) Consequently, at the time I only knew them as “Those big scary people who know what they are doing”. Only now do I know that they didn’t necessarily know what they were doing, for many a car was damaged, quite frequently at times too! Sick of having people say, “My, I remember when you were still in diapers, how you have changed...” I retired to the sanctuary of a quiet bed.

Saturday was the big one, the Hillclimb at Pebblebrook and the Dine ‘n’ Dance. Being secretary for the Hillclimb, I had to leave early to get to Pebblebrook by 8am. Since I was driving the mighty Escort up, I decided I would need earplugs. Good move. Documentation went okay, considering we had 44 entries all up. Mind you, I don’t want a single person to ask me again why they are getting a sheet telling them to stick to 30km/h up Pebblebrook Rd when all the world knows they won’t exceed walking pace. Enough! Racing was good all day, with most people getting at least 3 runs (Colin Jones an exception – he decided to test the roll-ability of a piece of Snot). Cars of the day were definitely the Harold Wootten Legend Sprintcar (120hp Motorbike engine in a 70% scale model of a Ford Coupe, weighing approx 200kg), the Mark Parsons TR8 (mighty sounds, mighty wheelspin, great fun to watch) and the Templeman offroad buggy (with patented Air-Steer™ technology). From the team Subritzky perspective, the new motive power in the Escort is no longer enough to satisfy our urge for more power (and it has only been in for one event!), but is more than enough for the rest of the car. After my second run the steering didn’t feel right, so we had a look underneath to find one of the anti-rollbar brackets bent. And by the end of the day the extractors had just about totally fallen off at the exhaust pipe and made the car sound like a straight-through system. Thank god for those earplugs for the trip home!

The dine ‘n’ dance went well, with the guest speakers entertaining and the talk going on until the small hours of Sunday morning. Not much dancing though, although it was the first time I have ever seen dad dancing – a sight not to be missed! One of the main comments from the oldies is that the youngsters couldn’t hack the pace – after 12am it was mainly the old members still there (I couldn’t possibly comment – I was at home in that bed again!).

The Sunday motorkhana saw more than a few sore heads, along with some frayed tempers (too many late nights – the oldies can’t hack the pace!). Still, the driving was entertaining. The Ford Legend was back again, and was doing power turns within its length in the ever-decreasing circles. Much fun was (eventually) had by all, and the final test (ever-decreasing circles) went for about 2 hours as every competitor (and some non-competitors) tried everyone else’s cars. The circle victor must have been ex-president Crossley, doing the same (rapid) times in front-wheel drive, rear-wheel drive and four-wheel drive vehicles. However, apparently (I don’t know, I was home in bed by the time the results were announced) I won the day overall in the poxy little Marshmallow puff-car. No, I don’t know how either.

Stephen Porter had mentioned to me at the AGM that the computer game Rally Championship was now cheap at Noel Leemings, so faced with no motorsport for a few weekends I went down and purchased a copy. Now I can tell you a Subaru Impreza is one fast machine, the Renault Megane Kit Car the best of the front-drives, you can forget a Skoda Felicia if you want to win, and the co-driver in the game calls



the 180° hairpins about 10m before you arrive at them at 200+km/h! Great for car damage. Oh, and if you clip the grass at the apex of a fast right-hander somewhere in Kielder while driving the Subaru, you are guaranteed to barrel roll for at least 10 seconds. All in all a good game, if only because it means I can crash cars without the physical (to me or the car) damage.

And that, folks, is just about a wrap. See you all next month.

Chris

Bang, crash, kerthump... Snot is no more. After "fiddling" with it for many months, Snot was "picked" off the road, "smeared" along a bank, "rolled up" into a little ball and "wiped" up off the road. It was "dripping". Snot: you were the inspiration for a number of jokes, and now you are gone. We are devastated. RIP.



Apart from Colin's exploits at the Pebblebrook Hillclimb, there were very few other moments. The off-roader had one somewhere (so I hear), and a certain Triumph used in a certain Targa event had a certain wee moment with a certain driver behind the wheel after a certain finish line. Something to do with forgetting which way the road went, I am told.

Youngsters can't hack the pace. That is the verdict after the Anniversary dinner, where it was mostly the over 30 brigade who were left dancing and talking after midnight. But it is official: youngsters are smarter. Most youngsters avoided being in tetchy moods and suffering from bad headaches, unlike a few of the "old fogies" (the over 30's).

Subritzky Mother showed up Subritzky Father and Subritzky Jnr by being substantially faster in an unofficial run in the Motorkhana than either of the Subritzky males. So mum, does that mean you would have won the day outright if you had been competing? Huh?

A big thankyou to all those who helped organise, run, clean-up after and publicise our 25th Anniversary celebrations. Without your help, it couldn't have been the success it was. An especial thanks to Robin Bennett, Kelvin Robinson and Steve Subritzky for their parts in organising the whole weekend.

NSCC 6 HOUR RACE

Well the annual 6 hour race has been and gone and once again I had the privilege of competing with John McGeachie in his Mazda 323 1800 DOHC turbo. In the lead up we had a few problems with the setup of the car but with some hard work & long hours by our mechanic Ian Valder along with Ed from Biplus Engineering we had the car a lot better by race day. Also as both Ian & Ed had been responsible for the preparation of the Wayne Johnson/ Maurice O'Reilly Honda Integra we decided to run together as a team.

We decided to take practice as we would run in the race and not go for the lap record, as grid position is not very important in a race of this duration. We were happy with 9th out of 26 starters being confident to run that pace for the duration as the saying goes to finish first, first finish. This year the race day was dry and sunny unlike the cold & wet of last year.

The race started with a rolling start right on time at 2pm and everyone managed to settle down to the business of racing unscathed. John was doing the first stint & was running comfortably in 7th place after a few laps circulating in the 1min 13sec bracket. Our first fuel stop came up without a hitch and things were looking good although tyre wear was greater than we would have liked. John stayed in the seat for the next stint as well looking to run through to around the 2½ hr mark. Things were going to plan when we were informed that the left rear window was flapping open and we being black flagged to repair it. We assumed that the catch that held it open had just come unclipped but when the car came in we found the screws had fallen out of the top hinge so out with the good old race tape & back into the fray.

The 2nd pit stop came up and it was my turn at last, the wait for your turn to come has to be the longest part of the race for a co-driver. While we were looking good, sadly for some their race was already over which although part of motor racing is still a bitter disappointment for those involved. Our tyre choice was now proving to be not the best and we had to change a left front before I went out. The tyre still had a good tread over most of the tyre except for the outer edge which had obviously been over heating and lumps had literally fallen off leaving the cords exposed.

On entering the track I found myself in a group heading around the sweeper which had me with one eye on the track and another trying to stay out of the way of the other cars I speared off across the grass heading into Railway but managed to regain the track without over shooting the corner. After some strong words of rebuke to myself down the back straight I found myself settling into the routine of consistent lap times. Endurance racing is a totally different feeling to sprint races where you tend to go flat out from start to finish. You find yourself really getting into the groove and the gear changes tend to be within a few metres of each other. Also getting to grips with having a Pace Car appearing at times was also a new experience and on one occasion the end of the queue came up a bit sudden which caused a few palpitations but not as many as the car smoking it up behind as he tried to slow down.

The next fuel stop came up and this time the left rear tyre was looking very second-hand so it was also changed and away we went just getting out of Pit Lane as the Pace Car was coming down the Pit Straight which enabled me to not lose another lap. Also on this stint I had got my earphones plugged in which enabled me to communicate with the pits. Settling back into the routine we were moving up the field to be running 4th which was a real buzz for us although our times were getting into the

1min 12sec bracket I was told to slow a second a lap as a measure to conserve tyres. Also during this time we moved into darkness which was a new experience for me, especially as you come down the Pit straight into a flood lit area then plunge into the black just as you are about to enter the sweeper. During this period we had a real heart stopper when we found a car stopped on the track in the braking zone for the hairpin at the end of the back straight. I managed to do a quick manoeuvre around it with a bit of a slew across the track, but the car directly behind me ended up in a spin as he found out why I had changed course so rapidly.

As the fuel neared empty I prepared to pit and was giving some pointers to John about how it was in the dark when the hairpin came up a bit too quick and I had a small spin off the end but fortunately no damage and also avoided the kitty litter. I found it amusing as I remembered that on my in lap last year I also over ran the same corner, a habit I need to break. Into the Pits and another tyre on the left front and John back into the seat for the run to the finish. A quick check of the brakes showed we had no problems and the car was still running a sweet as at the start.

John was running consistent times and holding position with no further problems except another fuel stop to top up to get to the finish. We decided to make this sooner than later to stop breaking the rhythm near the finish. John came in about 7.10pm and another tyre on the left front a some fuel was out again running 5th. Our teammates in their Honda had by this time worked their way into a healthy 3rd place with a 3 lap cushion over 4th. John's position was not as secure with only a 20 second cushion over 6th place. The Honda could now afford to ease off a little on the run to the finish while John had to keep it going to the finish which he did very well increasing the 20 second gap to 43seconds at the finish. The first two cars were big dollar packages with a Porsche Carrera Cup car of Pope / Farmer / Bagnall and the 2nd car was the Chapman / Bradshaw BMW 318i which we were told was an ex touring car with all the good bits on it. So the whole team was thrilled to have finished in such a strong position, the Honda 3rd outright but amazingly 2nd in class (1601-2000) while we were 5th outright and 1st in class (2001-3500) and both cars still running sweetly. What more could we ask for after 6 gruelling hours we cannot compliment Ed & Ian enough for providing us with super reliable cars that are a real credit to their skills. Also for myself a grateful thanks to John for again letting my consume his money at an alarming rate as I wore out his car at the same time, and who knows maybe it will be a case of same time same place next year. John says "You betcha!!" so I guess I will have to tag along again - just to help him out that is..

Colin Jones

For Sale

1x Autosport bucket Rally Seat, with headrest - \$100

1x Jamex Rally Seat - \$175

Ph Lloyd 480 7342

ODE TO A TRUMPY

Some of you may remember my Triumph 2.5PI rally car, sadly it is no more. Soon to be split with the mechanicals going to a Triumph nut and the body to a budding track racer and stray parts to re-emerge in my next project.

This was the car that carried Lloyd and myself to some great (?) adventures and worried the rally fraternity as to what was going on in the world. Also driven (and crashed) by Dale, it will be remembered for its interesting handling and great strength when it hit something (thank God). Always the car to generate the most interest at scrutineering, comments like "yea gods you're mad!" and "I used to have one of those but I wouldn't do that with it!" were common. In some ways a better car I could not recommend; after several seasons in the Top Half rally's and sprints, it only once failed me with a mechanical problem. When after already trying to roll then crashing 15 feet down a vertical bank and cutting two fence strainers off at ground level, been winched up, restarted, blown a tyre, slewed off the road, finally we reached the service point only to have the high pressure fuel system decide it would look better as a fountain. We said "sod it" and went watching. The body repairs consisted of \$10 worth of parts from pick-a-part and a couple of spray bombs, cheap motorsport at its best.

The old girl had one annoying love; we never finished an event without completely destroying at least one tyre. On the other hand she never experienced the thrill of sitting on a new tyre, Lloyd and I were never that rich. No-one ever got hurt by her, she once caught 2 cars in a stage, she's done a 54sec up Pebblebrook, been on Commercial video (Benji was driving) and once beat an Evo Lancer in a Rallysprint, but now she's gone.

Thank you and farewell to the Great White Trumpy.

Dean Boston

A NIGHT ON THE TOWN

I have travelled between Auckland and Taupo quite a few times in the past several years. Usually the trip is very straight forward and the most exciting thing that usually happens is hardly enough cause for a second thought; you know what I mean, you see a sheep giving birth or someone is holding up McDonalds at Huntly.

Well a few days ago I set out from Auckland to head South. I looked at my watch, made a quick calculation, and figured I would be in Taupo at 7:18pm. On any normal day I would have predicted 7:11pm but on this trip I was towing an empty trailer and even with all the power of our mighty Laser wagon, I would be slowed a little on the hills, and now with hidden speed cameras (although I have yet to see one) it is a bit of a financial risk to make up time on the down side of said hills.

Anyway things were going fairly normally for the first hour and a half; five lanes into three on the harbour bridge, traffic at a standstill at spaghetti junction, cut off by a



truck at Penrose, 10-seater van with broken indicators at Otahuhu, etc, etc. I turn off at Taupiri to head towards Cambridge. The wagon is still going like a train, as it has done since the sad day it replaced my Suzuki Swift, well it could hardly replace the Swift but that's a different story. As I was saying, I turned off at Taupiri to head towards Cambridge ... just as I entered the 100 km/h zone there was this BANG, GRIND, GRIND, CRASH, GRUMBLE, BANG, CLUNK, CLUNK, CLUNK, and the rear of the car sort of stepped from side to side. Trying to contain my excitement, I scanned the part of the brain we don't usually use. "The trailer has come off", I checked in the mirror, it was still there. "A wheel has come off", I looked out the side windows to look for a bouncing version of mans greatest invention (as I write this I cast my mind bak five years when this happened to my rally car as I drove to a rallysprint... yet another story), I couldn't see anything like that. In the 2.4 seconds it took for me to decide that six wheels were still connected, part of me still had the sense to try and pull over. Unfortunately, the six-pot, water-cooled calipers and 14-inch discs were only fitted in my imagination, so I didn't stop as quickly as I wanted to.

I stepped out of the car and glanced at the right hand side, all OK. I walked to the back and checked the trailer coupling, all OK. I walked to the left hand side of the car, all OK. Wow, I stopped quicker than I thought, there was smoke coming off the left rear wheel. On closer inspection I found the smoke wasn't coming from the brakes, but from the centre of the wheel. I gave the wheel a shake and nearly pulled it off the car. I thought that was strange, but carried on looking for the problem. When I couldn't find anything else wrong, I decided it was probably worth fixing the shattered wheel bearing. I rang Tracey to see if she could find a wheel bearing kit in Taupo, but everything was closed so she rang Rob in Auckland. In the meantime, I explained my predicament to every local who stopped, one on them being a mechanic who left me his number if I got stuck. I received a call from Rob a little while later, he had found some bearings and was sending Lloyd and Mike down to the rescue.

As I sat in the dark, cold and hungry and bored, I figured out why there are so many farmers down this way. Well think about it, you wouldn't make much money as a DJ. The nightlife is not really much to write home about in the rural part of Taupiri

Mike and Lloyd turned up with most of a workshop, lube bay, and reception area in the back of the van, and set to work. After about an hour of bashing, chiselling and wrenching, it was decided the bearing centre was stuck to the stub axle, what we needed was something that wasn't in the van...

Suddenly I remembered about the local mechanic guy, maybe he had something. Now this guy had warned me that he would be watching rugby with the boys, but it was worth a try. I managed to get some slurred directions, so we set off. We found the house and parked the van amongst about ten other cars. There was no answer at the front door so we headed around the back where we found a miniature version of the Glenfield Tavern. Our friendly mechanic came out holding a whiskey bottle, followed by a thick cloud of smoke. He brought out an electric grinder with a wheel about the size of a 20c piece. After a bit of cutting and grinding and waking of neighbours, the offending piece was separated from the thing and we were on the way. We arrived back at the car to find it still had three wheels and a trailer so all wasn't lost.

With the hub bolted back on, and a bit of bashing of the backing plate, everything looked good, so at 1 2.04am we said our farewells, and went our separate ways, me to Taupo, Lloyd and Mike straight to Pebblebrook.

So thanks a lot to everyone who got involved, Lloyd, Mike, Tracey, Rob and Gavin and his mates from Taupiri.

Justin Glavish

The Ultimate Salesman

A keen country lad applied for a salesman's job at a city department store. In fact it was the biggest store in the world - you could get anything there.

The boss asked him, "Have you ever been a salesman before?"

Yes, I was a salesman in the country" said the lad. The boss liked the cut of him and said, "You can start tomorrow and I'll come and see you when we close up."

The day was long and arduous for the young man, but finally 5 o'clock came around. The boss duly fronted up and asked, "How many sales did you make today?"

"One," said the young salesman.

"Only one," blurted the boss, "Most of my staff make 20 or 30 sales a day. How much was the sale worth?"

"Three hundred thousand dollars," said the young man.

"How did you manage that?" asked the flabbergasted boss.

"Well," said the salesman "this man came in and I sold him a small fish hook, then a medium hook and finally a really large hook. Then I sold him a small fishing line, a medium one and a huge big one. I asked him where he was going fishing and he said down the coast. I said he would probably need a boat, so I took him down to the boat department and sold him that twenty foot schooner with the twin engines. Then he said his Volkswagen probably wouldn't be able to pull it, so I took him to the car department and sold him the new Deluxe Cruiser."

The boss took two steps back and asked in astonishment, "You sold all that to a guy who came in for a fish hook?"

"No," answered the salesman "He came in to buy a box of Tampons for his wife and I said to him, 'Your weekend's shot, you may as well go fishing.'"

MANUAL AMENDMENT

These amendments have been authorised to the text of MotorSport Manual Edition 27. It is recommended that in addition to retaining a copy of the amendment that all parties modify the text in their Manual according to the following:

SUBJECT: TOWING EYES

SCHEDULE A

Safety and Vehicle Requirements
for all Events other than Appendix K
and Schedule T&C
Categories 1,2 and 3

The following applies to Article 5.3.12 Towing Eyes of MotorSport Manual Edition 27.

(add) **d) have a minimum internal diameter of 40mm.**

REASON: To allow for easy attachment of recovery equipment.

Hibiscus Coast Motorsport Club
PO Box 100 597
NSMC

Dear Members

I wish to convey my grateful thanks to the committee and members for giving me Life Membership of this great little club. I feel very privileged and humble to receive this honour.

The annual prizegiving was a great success with the MC doing a very good job, while Mark (Parsons) kept us entertained with his talk, and Gillian as usual had the awards well organised. Thanks also for my presentation and flowers.

Can I take this opportunity to say what a wonderful weekend we had celebrating 25 years. Unfortunately, the organisers of the sporting and social functions were not acknowledged on Saturday night. The Woolf family salute you all! May the Hibiscus Coast Motorsport Club continue to be the family success it has been over the years.

All good wishes,
Colleen Woolf

MANUAL AMENDMENT

These amendments have been authorised to the text of MotorSport Manual Edition 27. It is recommended that in addition to retaining a copy of the amendment that all parties modify the text in their Manual according to the following:

APPENDIX 5, SCHEDULE C STANDING REGULATIONS COVERING ALL CLUBSPORT EVENTS EXCEPT MOTORKHANAS, TRIALS AND SPORTING TRIALS

The following applies to:

- Schedule C, on pages 212 and 213 of MotorSport Manual Edition 27
- Manual Amendment No 27002, Issued 29 July 1997

The Standing Regulations have been reissued in their entirety to further clarify Event Descriptions, the carriage of passengers, minimum age of drivers and requirements for Stewards and/or Safety Officers.

As a consequence the following pages replace the text in Manual Edition 27, page 212, continued on to 213, plus Manual Amendment No 27002.

NOTE: This reissued text also contains a new provision for organisers:

Art 3.7 - A requirement for organisers to prepare a basic Safety Plan. Organisers are referred to (page 140, MotorSport Manual Edition 27) Appendix 2, Schedule H, and Article 7 for information ON requirements of a Safety Plan.

The Revised Text is as follows:

Part 1 - Standing Regulations Governing All ClubSport Events Except Motorkhanas, Sporting Trials And Trials.

1. ClubSport Introduction

ClubSport events are competitions held usually on a road, circuit or paddock, where the placings are decided by the time taken to complete the course, plus any relevant penalties. Included in this category of events are sprints (straight, bent and circuit), Autocross and Hillclimbs. Record attempts (both 'land speed' and 'endurance') do not come under the category of ClubSport events.

2. Event Descriptions

2.1 Category Two Events

Category Two Events are where competitors (including those new to motorsport) can compete without the need for specialised vehicles and expensive equipment.

Autocross: Run on a marked-out course on an unsealed or sealed surface. The course plan is free provided no straight exceeds 200 metres in length. Two cars may run at the same time if the course is deemed suitable by the Safety Officer or Steward.

Straight Sprint (Single Car): Run on a measured distance up to a maximum of 400 metres (1/4 mile) of straight surface/road, with a standing start only.

Circuit Sprint (Single Car): Run on a sealed circuit approved by MotorSport New Zealand. Cars may be started at 5 seconds or greater intervals. A Passenger may be carried for the purpose of providing driver tuition. Such passenger shall be a person who holds a current MotorSport New Zealand competition licence and has considerable competition experience.

2.2 Category One Events

Straight Sprint (Single or Dual Car): Run on a measured distance of straight, sealed surface, road of at least 10 metres width for its entire distance. This distance includes run up (for flying start sprints) and slow down areas. Starts can be either standing or flying.

Bent Sprint (Single Car): Run on a road course or circuit, gravel or sealed surface, which has at least one bend or curve. Cars may be started at 5 second or greater intervals.

Bent Sprint (Dual Car): Run on a road course or circuit, gravel or sealed surface, which has at least one bend or curve. Paired cars may be started at 5 second or greater intervals.

Street Sprint: A sprint held in residential or commercial (industrial or shopping) areas is defined as a street sprint.

Triathlon: A combination of three events, a motorkhana, an autocross and a Hillclimb, where the competitor uses the same vehicle in all three events, usually run over one weekend. Results are calculated using the method described for the NZ ClubSport Championship, ensuring that each individual event contributes an equal amount to the overall result.

Hillclimb: Run on a road course which is predominantly uphill from start to finish. Cars may be started at intervals.

Rally Cross: Run on an approved circuit at least 800 metres long and 10 metres wide, which may incorporate a water splash and other hazards. Between 1/4 and 1/2 the track length must be sealed. Cars run in fields from a grid start and complete a number of laps. All cars must be fitted with an approved roll cage and mudflaps behind rear and driving wheels, extending at least 50 mm either side of the tyre, and to no more than 100 mm above the ground. Cars must also have a full windscreen of approved safety material and adequate windscreen washers.

3. Organisation

3.1 An organising permit is required. Public liability insurance is automatically included in the permit cost. For in-depth Organiser details please refer to the ClubSport Organisers Manual issued on request by the MotorSport NZ Secretariat.

3.2 A MotorSport Steward will be appointed for all Category One Events. For all Category Two Events the Permit Issuing Steward will appoint either a Steward or Safety Officer.

- 3.3 The attendance of a qualified first aid official with a complete first aid kit and a suitable vehicle is compulsory. The vehicle must be of a station wagon/van type fully enclosed with a rear opening door, with unencumbered carriage space of at least two metres by one metre, which may be measured with the tail gate down.
- 3.4 Fire extinguishers with a minimum capacity of 2 kg must be available at the start and the finish. A minimum of 0.9 kg must be available at any intermediate marshal post. A minimum of 4 kg must be available at all times.
- 3.5 A reliable communications system must be set up linking the Clerk of the Course with the start, finish, and all intermediate marshal posts.
- 3.6 Supplementary Regulations must be published for national series and championship events.

3.7 A Safety Plan is required.

4. Vehicles

4.1 All vehicles shall conform with the Safety Schedule contained in Appendix 2.

5. Competitors

5.1 All drivers must hold a current club membership, except for new entrants to motorsport, who may compete in two Category Two autocrosses or straight sprints before being required to join a club. Any driver between the ages 12-15 years who does not hold a valid MotorSport competition licence will be allowed to compete at the discretion of the Clerk of the Course.

5.2 All drivers must wear safety apparel as specified in the Safety Schedule A contained in Appendix 2.

5.3 For Category One Events, all competitors must hold as a minimum grade a ClubSport Competition Licence.

6. Passengers

6.1 Passengers are not permitted in Category Two events unless stated otherwise in the Event descriptions detailed earlier in this Schedule.

6.2 Passengers may be carried in all Category One Events, except for Rallycross events, under the following conditions.

6.2.1 Only on such Events that the Clerk of Course considers the venue does not impose any undue hazards. The Clerk of Course's decision to decline passengers shall be final.

6.2.2 All vehicles carrying passengers shall be fitted with the following equipment which must comply with the Safety Schedule contained in Appendix 2.

- ⇒ Rollcage
- ⇒ Both Front Seats
- ⇒ Four, Five or Six point safety harnesses for both occupants.

6.2.3 Passengers shall wear safety apparel as specified in the Safety Schedule contained in Appendix 2.

6.2.4 All passengers must sign the Passenger Indemnity and Declaration form prior to their participation.

6.2.5 The minimum age of any passenger is 15 years unless they are the holders of a valid MotorSport New Zealand Competition Licence.

6.2.6 Passengers may be changed between runs.

7. Conduct of the Meeting

7.1 Prior to practice, the Clerk of the Course must brief all drivers covering the starting₁ finishing₁ emergency procedures, any relevant event penalties and the determination of results.

7.2 All drivers must be given at least one practice run.

7.3 Intermediate marshal posts must be established along the course where any car can be out of sight and hearing of the start or finish. Their function is to monitor the progress of cars and report any stoppages or hazards which occur. They must be equipped with red flags to wave at cars when the road ahead has become unsafe or impassable. Cars must stop for the red flag.

7.4 At all times₁ the way must be kept clear for the ambulance vehicle to enter or leave the venue without delay.

This amendment is issued for MotorSport New Zealand by the Administration

SELF SCRUTINEERING “BE AWARE”

As you read the details of the new “Entrant / Driver Declaration” there are some basic implications you had better start to think about. This form has been created and installed with one purpose in mind, to pass any and all responsibilities from MSNZ and its officers to YOU (or, if you prefer, MSNZ is covering its butt).

With the new Occupational Health and Safety regulations and changes to how ACC operates, your actions and their results are now a matter of legal liability. Under the old scheme of things, if your car passed scrutineering then crashed because of a basic failure that the scrutineer missed, any damage you did (to trees, houses, people...) was just one of those things. MSNZ has insurance, you paid a levy in your entrance, you whined about your car but life just carried on. Until recently if you crashed, the scrutineer (and MSNZ) could be screwed in court, leading to fines or even jail time. Now it's up to YOU.

Think about this, if you have signed your declaration and your car isn't one of the ones picked to be audited and you crash off the road and into a house, life is about to get interesting.. You should be Ok (physically), I mean you did sign the form so you must have checked your own safety needs, right? But now its time to fix that house. Call out the insurer's I hear you call. Remember that this is like any other insurance scheme, if you are caught trying to defraud it there's no cover for you and you can bet that the insurance inspectors are going to have a damn good look at your car to see that it did, as you declared on a legal document, meet the correct schedule in EVERY respect. Can you afford to repair anything you might hit? I know I sure as hell can't.

I know I am being a bit over the top here, but stop and think what could happen if you think that self scrutineering is a good way to avoid having to build or fix your car the right, and by the book way. If you don't think I'm being realistic, remember the stock car guy who has just been in court for KILLING a little girl when he lost a wheel. When was the last time YOU, the guy signing the declaration, checked your wheels for cracks?

Dean Boston

*(Make sure you **all** read carefully the applicable Manual Ammendment on page 17 and look at the copy of the form printed on page 16 - it could affect you! -ed)*



Coming Events

May 17, 1998

HCMC Autocross. This event will be held at Bayers Farm if the weather stays dry, but if the ground is too wet it will be transferred to Pebblebrook, so listen to the cancellations to find out if it is being shifted. Entries will be \$15, Scrutineering and Documentation from 8:30-9:30am.

May 20, 1998

Clubnight – “Collin’s Magical Mystery Tour”. Meet at the Glenfield Mall Lower Carpark (outside Foodtown) at 7:30pm, bring \$5 and don’t eat dinner beforehand. Be prepared to get into groups of three. We will be proceeding to a mystery destination.

May 24, 1998

PCC Rallysprint, Kemps Rd – Woolf Mufflers Rallysprint Series, Round 2 (Tarmac). Regs now available from Gillian. Note: Entries close May 20th.

May 31, 1998

HCMC Hillclimb, Pebblebrook Quarry. We are running up only (again), scrutineering and documentation is from 8:30-9:30am (don’t be late, we **will** stop taking entries at 9:30am). Entry fee is \$25. Closed Club.

June 14, 1998

HCMC Bentsprint, Pebblebrook Quarry. I think we will be running up and down, but don’t take that as gospel. Scrutineering/Documentation is 8:30-9:30am, entry fee is \$35. Closed Club.

June 17, 1998

Clubnight, at the clubrooms, Hillside Rd Glenfield, 7:30pm.

June 21, 1998

TVCC Rallysprint, Maramarua – Woolf Mufflers Rallysprint Series, Round 3

July 5, 1998

HCMC Autocross

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, please contact the organising club before going along to it.

May 16, 1998

TVCC Straight Sprint

May 16, 1998

SACC Rallysprint, Huntly

May 31, 1998

NSCC National B Race Meeting

June 6/7, 1998

ACC Rally, Maramarua – TH (Greg Todd Memorial)

June 14, 1998

SACC Hillclimb, Quarry Rd, Maramarua

June 28, 1998

PCC Event (TBA)

July 5, 1998

SACC Street Sprint, East Tamaki (c/c)

July 11, 1998

TVCC Hillclimb, Quine Rd, Tahuna

- August 2, 1998**
HCMC Hillclimb, Pebblebrook (closed club)
- August 9, 1998**
ACC Rallysprint, Pukekohe – Woolf Mufflers Rallysprint Series, Round 4
- August 23, 1998**
HCMC Autocross
- September 13, 1998**
HCMC Hillclimb, Pebblebrook
- September 20, 1998**
HCMC Rallysprint, Venue TBA – Woolf Mufflers Rallysprint Series, Round 5
- October 3, 1998**
TVCC Hillclimb, Waiti Rd, Tahuna – Interclub Hillclimb Series, Round 1 (Tarmac)
- October 18, 1998**
HCMC Motorkhana and/or Autocross

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 general HCMC club points. Rallies that are rounds of the Top Half Series count towards the HCMC Rally Driver and Rally Navigator Trophies.

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

July 18, 1998
Taihape Rally

July 24-27, 1998
Rally of NZ

August 9, 1998
SACC Hillclimb, Gillespie Rd (Tarmac)

August 15/16, 1998
Taranaki Rally – TH (Tarmac)

August 30, 1998
SACC Rallysprint

September 5/6, 1998
ACC 24hr Race (if does not proceed, club race on 6th)

September 12, 1998
SACC Hillclimb, Huntly

September 26, 1998
Rotorua/Hamilton Rally – TH

October 10, 1998
Bay Rally – TH

October 10/11, 1998
ACC/NSCC Race Meeting, Pukekohe

October 18, 1998
PCC Hillclimb, Venue TBA



VEHICLE NO

ENTRANT / DRIVER DECLARATION -

Vehicle Conformance With

(please tick as appropriate)

- Schedule A
- Schedule AA

Event Date

A. DECLARATION BY APPLICANT

I hereby state that:

- a) I have inspected the vehicle against the items ticked in Section B of this form and confirm that the vehicle complies with the requirements of Schedule A or AA (as ticked above) of MotorSport Manual Edition 27 and its amendments.
- b) The vehicle will be made available for scrutineering audits as requested by an appointed Scrutineer or Technical Officer.
- c) I am aware that where any breach of the Safety Schedules is found during a scrutineering audit I will be subject to penalties under the National Sporting Code.

Name Signature

CHECK LIST OF INSPECTION ITEMS:

CATEGORY 1 - CRITICAL SAFETY:

- | | | |
|--|--|---|
| <input type="checkbox"/> Helmet and Overalls | <input type="checkbox"/> Safety harness | <input type="checkbox"/> Roll cage |
| <input type="checkbox"/> Seat(s) and mountings | <input type="checkbox"/> Fire extinguisher | <input type="checkbox"/> Wheels and tyres |
| <input type="checkbox"/> Braking System | <input type="checkbox"/> Steering System | |

CATEGORY 2 - NON CRITICAL SAFETY:

- | | | |
|--|--|---|
| <input type="checkbox"/> Engine & transmission | <input type="checkbox"/> Reverse gear | <input type="checkbox"/> Starter motor |
| <input type="checkbox"/> Power unit mounts | <input type="checkbox"/> Throttle return | <input type="checkbox"/> Oil catch tank |
| <input type="checkbox"/> Lubrication & cooling systems | <input type="checkbox"/> Wipers and demister | <input type="checkbox"/> Rain/Tail lamp |
| <input type="checkbox"/> Battery | <input type="checkbox"/> Bulkhead | <input type="checkbox"/> Fuel tank |
| <input type="checkbox"/> Ignition Switch/Circuit breaker | <input type="checkbox"/> Rear vision mirrors | <input type="checkbox"/> Front doors |
| <input type="checkbox"/> Body condition & suspension (not affecting Critical Safety Items) | <input type="checkbox"/> Interior cockpit fittings | |

CATEGORY 3 - NON SAFETY

- | | | |
|---|---|---|
| <input type="checkbox"/> Competition numbers | <input type="checkbox"/> Sponsorship decals | <input type="checkbox"/> Exhaust system |
| <input type="checkbox"/> Body appearance and aerodynamic aids | | |

Form No: G009
Date: 04/98

Representing the Federation Internationale de l'Automobile
Comprising over 100 automobile clubs nationwide

MANUAL AMENDMENT

These amendments have been authorised to the text of MotorSport Manual Edition 27. It is recommended that in addition to retaining a copy of the amendment that all parties modify the text in their Manual according to the following:

ENTRANT/DRIVER DECLARATION FOR VEHICLE COMPLIANCE TO EITHER SCHEDULE A OR SCHEDULE AA

The following applies MotorSport Manual Edition 27.

National Sporting Code, Article 58 (2) states that "the onus shall at all times be upon the Entrant of a competing vehicle to prove the conformity of their vehicle with any safety requirement...".

The following new form number G009 has been issued and is to be completed by all Entrant/Drivers prior to Event documentation.

As a consequence the following text has been amended:

APPENDIX 2, SCHEDULE A 1 INTRODUCTION

AMEND the paragraph "Responsibility for Compliance with this Schedule" to read:

"Competitors are responsible to ensure that their vehicle complies with all relevant requirements of this Schedule and are required to complete and sign a Declaration Form to this effect. This form to be submitted to the Event Secretary at the time of Event documentation."

APPENDIX 3, SCHEDULE R PART 3, VEHICLES

ADD a new paragraph to the end of Article 3.1.

"Prior to finalisation of pre-event documentation the Entrant/Driver will be required to complete and sign a Declaration form in confirmation of the vehicle compliance with Appendix 2, Schedule A"

**APPENDIX 3, SCHEDULE R
PART 3, VEHICLES**

ADD a new paragraph to the end of Article 3.1:

"Prior to finalisation of pre-event documentation the Entrant/Driver will be required to complete and sign a Declaration form in confirmation of the vehicle compliance with Appendix 2, Schedule A."

**APPENDIX 4, SCHEDULE Z
ARTICLE 3, SCRUTINEERING AND DOCUMENTATION**

AMEND 3.1 to read:

"Scrutineering Audits: The Entrant/Driver shall complete and sign a Declaration Form in confirmation of the vehicle compliance with the requirements of the applicable Schedule A or AA. In addition the Entrant/Driver shall sign the declaration on the entry form stating that their vehicle(s) comply with the applicable Vehicle Specification Schedule."

APPENDIX 4, SCHEDULE AA (contained in Historic and classic Competition Booklet Number 1)

1 INTRODUCTION

AMEND the paragraph "Responsibility for Compliance with this schedule" to read:

"Competitors are responsible to ensure that their vehicle complies with all relevant requirements of this Schedule and are required to complete and sign a Declaration Form to this effect. This form to be submitted to the Event Secretary at the time of Event documentation."

NOTES:

- 1 For all ClubSport Events organisers shall follow the provisions of the applicable Schedule A and AA to ensure Entrants/Drivers are given the opportunity prior to Event Documentation to complete a Declaration Form.
- 2 Clubs may obtain a copy of Form Number G009 from MotorSport New Zealand. The office can post copies of the form, or if preferred can be supplied in WORD 6 format on disk or via E-MAIL.

This amendment is issued for MotorSport New Zealand by the Administration

AGM REVIEW

Executive Committee

Once again the club had difficulty in finding a President for the year. Dale had indicated he was unwilling to stand due to other commitments, the impasse finally broken when Brian Stubbs accepted the position. Steve Subritzky was willing to remain Vice President, Gillian Ives Treasurer and Chris Subritzky Editor. Colin Jones was elevated to the position of Club Captain, Leanne Holmes joins the committee as Secretary, and new to the committee are Jeff Harlick and Justin Croy. Keith White became a committee member, his role as Technical Officer taken on by Kayne Barrie. Karen Stubbs takes over as Results Collator and Dean Boston the position of Publicity Officer.

Honorary Members

All current Honorary members were reconfirmed, with the exception of Lester Dallow.

General Business

**Membership Fees* – Debate occurred over the membership fees for the club, and in particular whether an increase in the fees was required. In the end it was held that the current fee should be retained.

**Honorariums* – It was proposed that some positions on the committee should receive monetary reimbursement for their work. In previous years, the Editor in particular has received a monthly honorarium for their work. It was decided that the incoming committee should look at a remuneration system for extraordinary work for the club (whether by monetary or other means).

**Road Tyre Rule* – Since the current road tyre rule was implemented 12 months ago, it has been noted that damage to venues where road tyres have been used has been considerable. In addition, it is currently possible to buy full-blooded rally tyres which fit the road tyre rule. Ideas put forward include a control tyre concept and a 9mm x 6mm tread rule. It was decided that a sub-committee be set up to examine possible options for the new rule, including discussing the matter with other clubs to find their solutions and talking to MSNZ. This sub-committee will report back to the general committee later in the year, and the committee will decide on a new road tyre rule, taking into consideration the recommendations of the sub-committee.

**Working Bees* – Organisers points will now be awarded to all helpers at Working Bees (ie: 2 points on the Organisers Championship, 2 points on the Overall Championship).

**Juniors* – It was proposed that a junior only be eligible to compete for one trophy (juniors trophy) as that is the only trophy where they can compete with a decent chance of winning. It was rejected on the basis that juniors should be able to compete for any trophy and not be discriminated against.

**Novice Driver Trophy* – the regulations for this trophy were revised and brought into line with the criteria used by committees in awarding the trophy over previous years. A Novice is classed as a driver who has not competed in more than 3 events prior to the competition season in question.



**Articles* – It was mentioned by the editor that some sort of incentive might need to be introduced to encourage people to write articles for the magazine. One proposal put forward was for a persons brackets to be removed by writing an article, but that was rejected on the basis that it could reduce the number of people helping at events, the reason the bracket system was introduced in the first place. The new committee will discuss this problem at a later date.

V8's COST

The exciting competition that is V8 SUPERCAR racing costs money – a lot of money! The cost of running a competitive Level One team is broken down as follow –

Engine

A one car team will typically arrive at a race meeting with two engines, the race engine in the car and a spare in the truck just in case. But at a cost of about \$50,000 per engine any sort of drama proves very costly indeed.

Wheels

For a season budget for anything from 16 to 20 wheels per car and at a cost of something in the vicinity of \$2,000 per wheel, that contributes to the budget at close to \$40,000.

Tyres

At an average cost of around \$650.00 per tyre, a team will budget to spend approximately \$10,000 per race for the Shell Australian Touring Car Series, with the Sandown Endurance event costing double that at \$20,000 and Australia's premier event at Bathurst blowing the budget out by another \$40,000 the final bill for the season ending up at approximately \$170,000. Most Level One teams are sponsored by a tyre company and receive free tyres and support. This year the Privateers will run on a controlled tyre which is expected to reduce costs dramatically

Fuel

The average fuel tank holds around 120 litres of fuel leaving a team to budget \$500.00 for each Shell ATCC round, with the Sandown 500 chewing through double that amount, while fuel for the Primus 1000 assault costs four times as much at \$2,000. The total for the season being around \$8,500, significantly more than the average fuel bill on a road car!

Team Costs

There are a number of expenses that must be taken into consideration and planned for when teams are budgeting for a season of sprint and endurance racing. The cost of getting the cars and crew to an event is enormous, with a number of expenses having to be taken into consideration and planned for including yearly salaries for crew members, office staff, and of course the drivers. The crew and drivers must be

transported to and from events around the country with the average yearly cost for airfares being around \$20,000. Getting them there is only just the start, having to take into consideration accommodation at \$23,500 per year, with meal allowances setting you back another \$18,000 and hire cars \$9,000. The pristine appearance of the V8 SUPERCARS also comes at a cost with a team having to budget for signwriting and body repairs to be carried out at a cost of around \$22,000 for the season. Development plays a major part in any race teams strategy with track hire for testing setting the team back another \$19,500 per year. Testing has been limited in recent years in an effort to cut costs. Add to this the cost of approximately \$150,000 for engine rebuilds and consumables and you get the picture that V8 SUPERCAR racing is big business!

Transporter

Transporting the race car(s) and the related equipment to all the events as well as to testing sessions must also be factorised into team financial planning. Racecar transporters are basically rolling machine shops complete with a wide inventory of spare parts. Purchasing the transporter alone will set the team back around \$250,000 while the running costs will add up to approximately \$15,000 each season.

Total

The above represents what it takes to go racing for a season – with no guarantees! But to be competitive, teams have to allow plenty of time for development and testing which will have an impact on budget areas such as engines, tyres, fuel, transporter, and crew costs. Putting all the information into perspective it takes at least \$500,000 to plan a serious assault on the Shell Australian Touring Car Championship and the Sandown and Bathurst endurance races, and this doesn't include special appearances at the Australian Grand Prix in Melbourne, or IndyCar Australia on the Gold Coast! However, these figures are based on a one car team, with many teams fielding two cars and at double the cost, it's easy to see how V8 SUPERCAR racing easily spills over into a multi-million dollar business.

The Privateers' Team Cup

While the Level One teams operate on enormous budgets, the Privateers have nowhere near the cash of the big teams. They often operate on only half the amount their Level One counterparts.

This year, Privateer teams have been asked to nominate eight rounds of the 10 Shell Australian Touring Car Championship at which they will compete. Only the best six results from those possible eight races will count towards the Privateers' Team Cup.

TECHNOFILE

1998 NISSAN PRIMERA GT (BTCC)

ENGINE POWER

<i>Standard Engine:</i>	SR20DE 16-valve
<i>Racing Engine:</i>	4-cylinder unit; 16-valve; dual overhead camshafts, transverse mounted. Capacity, 1998cc. Aluminium block & head, forged pistons and lightweight con-rods. Dry sump lubrication. NGK spark plugs. Rev-limit 8,500 rpm (as per BTCC regulations).
<i>Maximum power:</i>	Approx. 300+ bhp at 8,300 rpm
<i>Maximum torque:</i>	Approx. 27+ kg/m [200+ lb/ft] at 8,000 rpm.
<i>Fuel & Oil:</i>	Unleaded petrol, Castrol lubricants.
<i>Cooling:</i>	Engine water radiator, front mounted with side-exit ducting.

STEERING

<i>Steering:</i>	Nissan/TRW high-ratio rack and pinion. HPI power assistance. 1.25 turns lock-to-lock.
<i>Transmission:</i>	Front wheel drive, with Nissan/Xtrac 6-speed sequential gearbox. Straight-cut, non-synchromesh gears with choice of ratios.
<i>Clutch:</i>	3-plate, 5.5 inch diameter, carbon clutch.

AERODYNAMIC CONSTRUCTION

<i>Bodystyle:</i>	4-door saloon. Steel bodyshell with computer-optimised welded roll-cage for torsional rigidity & driver safety. 60-litre under-floor safety fuel tank. Aerodynamic front splitter and rear wing.
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SUSPENSION

<i>Front Suspension:</i>	Nissan multi-link wishbones and tubular steel anti-roll bar, adjustable from cockpit.
<i>Rear Suspension:</i>	McPherson struts with lightweight lower wishbones and tubular steel anti-roll bar, adjustable from cockpit.

GENERAL DIMENSIONS

<i>Length:</i>	4450mm
<i>Width:</i>	1730mm
<i>Height:</i>	1290mm
<i>Wheelbase:</i>	2610mm
<i>Track:</i>	1500/1514mm (front/rear)
<i>Vehicle Weight:</i>	975kg

SAFETY FEATURES

<i>Driver Safety:</i>	Carbon fibre side impact protection panels. Six-point Willans driver's safety harness. Recaro kevlar reinforced driver's seat and window net to restrict head/arm movements in accident. Cockpit & engine bay automatic fire extinguisher system.
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WHEELS

<i>Wheels & Tyres:</i>	Rays Racing 19 inch diameter, 8.2 inch wide forged magnesium wheels with Michelin Racing tyres.
<i>Brakes:</i>	Hydraulically-assisted dual-circuit system. AP Racing calipers at front, with 378mm diameter ventilated discs. AP Racing calipers at rear with 280mm diameter solid discs.

Rally Catalunya 1998

Rally Catalunya, the first pure asphalt rally this season proved once again how evenly matched the WRC teams are. The competition is extremely tough as all works drivers have a chance of winning, and surprises are not uncommon.

Mitsubishi, still relying on the gr. A specification instead of the World Rally Car concept, brought out the new development version of the Lancer/Carisma, the Evolution V. The new version is tuned for better performance primarily on paved roads. The car is wider and has new suspension and aerodynamic solutions.

Toyota nominated Freddy Loix as the second driver eligible for manufacturers' points as they were quite unhappy with Didier Auriol's performance so far this season. The Frenchman has been slow to adapt to the Corolla and there were rumours that he had lost the motivation. But right from the start of Rally Catalunya Auriol proved the rumours very misled; on the second special stage he took the lead of the rally and kept it all through the first day.

The front wheel drive F2 cars were expected again to be fast in Catalunya and that indeed was the case. The fastest F2 machine was the new Citroen Xsara Kit Car with which local driver Jesus Puras showed some amazing speed during the first day. At the end of the day he was second in the rally 16.8 secs behind Auriol. Third was Ford's Bruno Thiry and fourth another F2 car, Gilles Panizzi with the Peugeot 306. Richard Burns was 5th with the new Evo V followed by Citroen's Philippe Bugalski. The Toyotas of Freddy Loix and Carlos Sainz were 7th and 8th. Sainz complained that the suspension and tyres were not working properly on the slippery asphalt. Tommi Makinen had similar problems in 9th place as did many others.

The top nine were still inside a minute so nothing was decided yet. The Subaru of Piero Liatti and Colin McRae had some engine problems and could not quite keep up with the leaders. Juha Kankkunen of Ford was very unhappy with the handling of his car and he dropped to 14th position. His day was not a perfect one as in the evening he discovered that a suitcase containing money, credit cards, passport etc had been stolen from his hotel room in Lloret de Mar. The suitcase minus the money was found later by the police, though.

The stages on the second day were longer and the F2 cars could not fight as hard because of excessive tyre wear. On the first stage of the day Jesus Puras retired disappointingly with a blown engine. Didier Auriol continued in the front with no problems whatsoever and extended his lead during the day to 41 secs. Sainz, Loix and Makinen had sorted out their suspension problems and were now on the move. At the end of the day the Toyotas held the top three, with Loix on the second spot, followed by Sainz who was almost a minute behind Auriol. Tommi Makinen was 4th only three tenths behind Sainz. Then came Burns and F2 leader Panizzi. Bruno Thiry experienced brake problems and dropped to 7th. Colin McRae had all sorts of problems and was still 10th, as did Kankkunen, now 12th. Also Piero Liatti had multiple problems and had to retire on SS12 due to motor breakdown.

On the last morning Makinen overtook Sainz and started to hunt Loix and the second position. Later Sainz lost a lot of time in a puncture and dropped to 8th. The day was dark for Ford; Kankkunen's miserable rally ended on SS16 as he hit a concrete pillar damaging the rear suspension. On SS18 Bruno Thiry retired with a broken engine. Subaru's result wasn't any better as McRae too retired due to broken transmission.



Didier Auriol dominated the whole rally and won with a margin of 53 seconds showing that he still has the speed, at least on asphalt. Auriol is now very confident prior to his home event, Tour de Corse. The battle of the last day in Catalunya was fought between Makinen and Loix. Makinen came within 5 secs of Loix but on the penultimate stage the Mitsubishi developed strange transmission noises and Makinen slowed down a bit to bring the car safely to the finish. Richard Burns was 4th completing the successful debut for the Evo V. Citroen also had a very successful debut as Philippe Bugalski won the F2 category and was 5th overall with the Xsara Kit Car. Gilles Panizzi was 6th with the F2 Peugeot in front of Carlos Sainz. 8th was another Peugeot driven by Francois Delecour.

Tour de Corse 1998

It seems to have become a rule in the WRC that the drivers and teams least expected to perform well will dominate each event. This time it was the Subaru team whose performance in Catalunya was nothing short of catastrophic. This also shows how important tyres are especially in asphalt rallies. Subaru had done their tyre tests before Catalunya in Corsica for both events, but the settings and tyres that work on the very twisty mountain roads of Corsica didn't work at all on the smoother Catalan asphalt roads.

Tour de Corse started in variable weather which made the tyre choices even trickier. The Pirellis used by the Subaru Team seemed to perform exceptionally well on damp conditions. Both Subarus seemed to be from a different planet than just two weeks earlier in Spain. At the end of the first day, after six stages, Colin McRae was leading by 21 secs. After the second stage the organizers took Colin's tyres for inspection and found that the tread wasn't deep enough on the front tyres. In WRC slicks are banned like in Formula 1 this year. Because of this Colin was disqualified, but he was reinstated after an appeal by the team. Excessive tyre wear was due to an earlier puncture which had put extra pressure on the tyres. Hopefully there will be no more controversy over this particular incident, although a discussion on tyre rules in general might be in place.

Despite the partly wet roads the F2 cars were really flying on their home soil; the Tour is also a part of the French championship. Francois Delecour was consistently fast all through the day and second overall with the Peugeot 306 Maxi. The gaps behind him were very narrow, only two secs behind was Piero Liatti of Subaru, then Carlos Sainz and Bruno Thiry. Didier Auriol, a favourite after his win in Catalunya was 5th after a 10 second penalty for arriving late to a service. He was followed by Peugeot's Gilles Panizzi and Richard Burns of Mitsubishi. Tommi Makinen was initially quite fast but on the road section after SS4 his Mitsubishi mysteriously refused to restart. The problem was traced to the computer box but nothing could be done. After half an hour the engine started as if nothing had happened but by then it was too late, Makinen was out of the rally.

Colin McRae had a problemfree second day and extended his lead to 47 seconds.

The conditions were now drier, although there were still some showers. Carlos Sainz was also up to speed and climbed to the second position. The battle over the lower podium places was hard; at the end of the day Liatti was 3rd only 5 secs behind Sainz. Delecour dropped to 4th, 26 secs behind Liatti, and closely followed by Auriol, Thiry and Panizzi. Corsica didn't smile to Mitsubishi as also Richard Burns had to retire after he had an off a little *after* the finish of SS11!

The first day's stages were driven again on the last day, now on dry roads and sunny weather. It was an easy fare for McRae, winning finally by 27 seconds; an important win for the Scot who is now leading the championship, as well as for Subaru who jumped from the last place to the first in the manufacturer's points. The differences are, however, so tiny that any predictions on the outcome of the year are at the moment very premature. Despite McRae's clear win the last day wasn't an uneventful one. There was a huge battle over the second spot which Sainz tried to win by gambling right from the morning. First he tried a harder suspension setting which didn't work and he dropped to third. Then, he chose to drive without the puncture-proof ATS tyres which are a bit slower. That is, if you don't puncture. Needless to say, Sainz punctured on SS15 and had to change the tyre. He dropped to seventh and was out of the points. Sainz also had the closest confrontation with the dreaded Corsica cows seen again on the road by several drivers, as he almost hit one. Last year Tommi Makinen had a massive accident after hitting a cow.

The conditions on the third day really suited the lighter F2 cars which were really flying. After Sainz' problems Delecour challenged Liatti for the second place. Delecour said afterwards that he has never driven as fast anywhere as he did on the last two stages. On the last stage he was 11 secs faster than Liatti which was enough to give Delecour the second position with a margin of 2.8 seconds. Bruno Thiry was also very fast all through the day and was even in touch with the second place, but he spinned on the last stage and lost some 10 secs. That, in turn, was enough to give Gilles Panizzi the fourth place, 6.1 secs behind Liatti. Thiry was 5th, another 9.7 secs behind. Didier Auriol lost time with turbocharger problems and was 6th 2.39 behind the winner. 7th was Fabien Doenlen with the Citroen Xsara F2 who weren't as strong in Corsica as they were in Catalunya. Sainz was finally 8th and 9th was Juha Kankkunen who never got his Ford up to speed. Kankkunen was one of the people criticizing the fact that the F2 kit cars are able to take so many points on asphalt events even though they can't compete with the 4WD cars in most of the WRC events. FIA president Max Mosley also said that a discussion is in place to solve this problem. Separate championships both for drivers and manufacturers also for F2, so that the points would be counted from class results, not overall results, would seem a good solution to me.



RESULT! *Compiled by Gillian Ives*

WOOLF MUFFLERS RALLYSPRINT - ROUND 1 RESULTS - 05/04/98 ORGANISED BY SOUTH AUCKLAND CAR CLUB VENUE : MARAMARUA FOREST

Name Class	Run 1	Run 2	Fastest	Run 3	Run 4	Final	O/All Club
<i>0-1300cc</i>							
Les Terrill	06:50.52	06:30.99	06:30.99	06:31.30	06:28.34	06:11.96	22
Paddy Casey	07:08.62	06:42.49	06:42.49	06:32.09	06:28.18	06:21.09	30
Adam Muir	10:10.69	07:51.40	07:51.40	07:39.37	07:26.69		49
Chris Subritzky	07:27.07	DNF	07:27.07	DNF			48
Diane Roach	08:22.27	DNF	08:22.27	DNF			50
<i>1301-1600cc</i>							
Kerry Evans	06:17.55	06:05.56	06:05.56	05:58.84	05:53.04	05:48.96	4
Dave Strong	06:40.99	06:09.49	06:09.49	05:57.62	05:51.24	05:50.14	3
Andrew Phillips	06:40.14	06:18.93	06:18.93	06:05.71	06:03.14		10
Jeff Hill	06:31.37	06:14.46	06:14.46	06:04.49	06:03.78		9
Bill Russell	06:27.55	06:11.69	06:11.69	06:06.21			6
Dave Boyce	06:36.27	06:21.02	06:21.02	06:11.40			12
Peter Martel	06:45.52	06:23.81	06:23.81	06:21.84			15
Kayne Barrie	06:39.90	06:23.78	06:23.78	07:29.96			14
Grant Liston	06:46.49	06:23.96	06:23.96	06:17.37			16
Tony Young	06:53.46	06:35.52	06:35.52	DNF			25
Chris Franklin	06:56.55	06:36.99	06:36.99	06:35.18			26
John Kershaw	06:59.37	06:39.69	06:39.69	07:58.96			28
Brendon Welch	06:56.40	06:39.81	06:39.81	06:28.62			29
Dean Evans	06:59.84	06:42.65	06:42.65	DNF			31
Neil Andrews	07:08.84	06:47.27	06:47.27	06:43.81			34
Paul Frederikson	07:09.72	06:49.11	06:49.11	06:31.46			37
Rachelle Alexander	07:12.14	06:56.75	06:56.75	06:40.93			40
Warren Young	07:24.65	06:58.34	06:58.34	DNF			41
Dave Boyd	07:09.99	06:59.78	06:59.78	06:48.46			42
Grant Barrell	07:19.40	07:00.84	07:00.84	06:54.21			43
Roger Elias	07:07.07	08:10.18	07:07.07	06:32.56			45
Geoff Glanville	07:21.55	07:27.37	07:21.55	07:04.87			46
Clive Barrell	36:49.00	07:26.55	07:26.55	07:17.84			47
Neil Crawford	DNF	DNF	DNF	DNF			
<i>1601-2000cc</i>							
Charlie Evans	06:26.00	06:02.87	06:02.87	06:22.37	05:51.12	05:57.15	7
Clinton Rae	06:50.07	06:19.40	06:19.40	06:13.71	06:04.69	06:07.52	11
Brett Lightfoot	06:41.24	06:23.12	06:23.12	06:12.00	06:06.69		13
Tony Klay	06:51.07	06:30.69	06:30.69	06:21.40	06:19.34		21
Paul Stanaway	06:50.52	06:35.24	06:35.24	06:25.07			24
	1						3
Steven Hawes	06:40.21	06:28.40	06:28.40	06:26.07			19
	2						2
Bart Littlejohn	07:03.87	06:44.34	06:44.34	06:35.27			33
Tim Franks	06:43.21	DNF	06:43.21	DNF			32
Bruce Brooks	07:13.04	06:48.15	06:48.15	06:47.14			36
Aaron McKenzie	07:02.11	35:54.49	07:02.11	DNF			44
Kevin Lyall	DNF	DNF	DNF	DNF			
<i>4WD</i>							

Mark Parsons	06:02.14	05:48.96	05:48.96	05:47.65	05:41.04	05:40.12	1
Greg Kirkham	06:22.81	05:59.24	05:59.24	05:54.87	05:49.11	05:49.24	2
Richard Legae	06:38.81	06:10.28	06:10.28	06:02.90	06:02.18		5
Gareth Lewis	07:02.84	06:26.62	06:26.62	06:14.04	06:07.40		18
Mark Webb	06:53.46	06:30.62	06:30.62	06:19.74			20
Gary Wainwright	06:26.34	06:04.71	06:04.71	14:06.46			8
Paul Rodgers	06:42.50	06:25.99	06:25.99	DNF			17
Wayne Rae	06:34.31	DNS	06:34.31	DNS			23
Stephen Burley	07:02.74	06:37.84	06:37.84	06:26.43			27
Diana Legae	07:36.11	06:47.87	06:47.87	06:44.02			35
Darren Quinn	07:27.34	06:54.09	06:54.09	06:37.99			38
Bruce Lupton	07:12.74	06:55.04	06:55.04	06:43.04			

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From the Oxford Dictionary (Rally Drivers Version)

ditch: to parallel park a car unexpectedly during a rally.

driver: incompetent person holding steering wheel.

co-driver: idiot who sat in the passenger seat, mistaking it for a lay-z-boy.

excuse: means to explain poor result in rally or ditching or similar.

expert: a class in navigational rallies for people who know what they are doing.

fade: what brakes do when they overheat

farmer: nice man with tractor pulling your car out of the ditch, or the angry owner of the fence you just totalled.

flat: stage rally instruction meaning "keep your right foot flat to the floor".

ford: mid-rally car wash.

yump: natural fixture to enable rally cars to mimic a crash-landing 747.

scandinavian: a manoeuvre designed to allow the rally car to crash off the road backwards instead of forwards.

tree: a primary braking device

helmet: a secondary braking device

terratrip: a computer designed only to be intelligible to nerds and space aliens.

low bank: *see yump.*

pothole: man-made terrain feature, placed in the middle of roads by suspension and wheel-alignment shops.

LSD: like a drug, once a driver has experienced it, they won't drive without it again.

chequebook: a species never seen by a rally driver as it has always been confiscated by the wife.

(Original version nicked from SACC's magazine)





25TH ANNIVERSARY MOTORKHANA RESULTS - 26 APRIL 1998
VENUE : BAYERS FARM

Some Interesting Facts...

No word in the English language rhymes with month, orange, silver, and purple.

The longest recorded flight of a chicken is thirteen seconds

Dr. Seuss pronounced "Seuss" such that it rhymed with "rejoice."

More people are killed annually by donkeys than die in air crashes.

Average speed of Heinz ketchup from the mouth of an opened bottle: 25 miles per year.

Results of a poll of 7000 people in six countries, percentage who could recognize the McDonald's sign and the Shell Oil logo: 88. Percentage who could identify the Christian cross: 54.

Length of beard an average man would grow if he never shaved: 27.5 feet.

Amount of time an average man spends shaving: 3350 hours.

Number of whiskers on the face of the average man: 30,000.

Number of inches whiskers grow per year 5.5.

Number of people living in China named Wang: 70,000,000.

Percent of the world's currency

Name	Car	Test 1	Test 2	Test 3	Test 4	Total	O/All Class	Lady	Jnr
1001-1300cc									
Chris Subritzky	Civic	00:29.34	00:26.11	00:32.52	00:48.37	02:16.34	1	1	
Steve Subritzky	Civic	00:29.32	00:28.07	00:33.23	00:47.04	02:17.66	4	2	
Margaret Jones	Civic	00:26.37	00:30.03	00:31.53	00:53.35	02:21.28	7	3	1
Lee Stringer	Mirage	00:24.94	00:36.47	00:37.55	00:58.37	02:37.33	14	4	4
Karen Stubbs	Datsun	00:32.24	00:33.89	00:43.34	00:54.22	02:43.69	18	5	2
Rachael Stanbridge	Civic	00:32.82	00:39.50	00:36.03	00:56.69	02:45.04	20	6	3
Gillian Ives	Civic	00:26.88	00:31.26	01:06.09	00:46.93	02:51.16	23	7	4
Samuel Stubbs	Datsun	00:41.32	00:35.21	00:35.93	01:00.03	02:52.49	24	8	
Greg Mayes	Escort	00:31.68	00:32.57	00:41.77	01:08.53	02:54.55	25	9	
Brian Stubbs	Datsun	00:43.25	00:34.54	00:36.81	01:09.25	03:03.85	30	10	
Neil Mayes	Escort	01:03.72	00:34.73	00:35.79	00:51.37	03:05.61	31	11	
Mike Law	Datsun	00:31.70	00:58.08	00:38.44	00:58.69	03:06.91	32	12	
Paul Torkington	Civic	00:36.41	00:49.83	00:43.31	01:02.63	03:12.18	33	13	1
Sheree Stubbs	Datsun	00:49.27	00:53.08	01:01.09	01:10.25	03:53.69	46	14	7
David Wrightman	Escort	01:03.72	00:58.08	01:06.09	00:56.59	04:04.48	48	15	2
Melissa Caudwell	Mirage	01:03.72	00:41.26	01:06.09	01:23.75	04:14.82	50	16	8
Harold Wootten	Legend	01:03.72	00:58.08	01:06.09	01:18.75	04:26.64	51	17	
1301-1600cc									
Jeff Torkington	Civic	00:23.66	00:30.91	00:35.17	00:47.72	02:17.46	3	1	
Colin Jones	Corolla	00:27.22	00:29.75	00:33.06	00:47.75	02:17.78	5	2	
Don Rubie	Escort	00:29.59	00:26.62	00:35.68	00:48.12	02:20.01	6	3	
Jeff Torkington	MR2	00:29.08	00:27.84	00:38.67	00:46.04	02:21.63	8	4	
Jeff Harlick	Starlet	00:28.27	00:28.05	00:38.09	00:50.74	02:25.15	9	5	
Daniel Hawes	Gemini	00:29.78	00:33.05	00:35.66	00:51.03	02:29.52	10	6	
Justin Croy	FXGT	00:32.71	00:30.66	00:39.10	00:47.35	02:29.82	12	7	
Karl Adams	Gemini	00:28.92	00:30.17	00:40.45	01:00.55	02:40.09	16	8	
Richard Knox	Gemini	00:33.17	00:31.48	00:36.85	01:02.69	02:44.19	19	9	
Scott Dainty	Levin	00:33.48	00:32.57	00:38.44	01:05.82	02:50.31	22	10	
Lloyd Ives	MR2	00:38.27	00:35.93	00:38.00	01:04.05	02:56.25	26	11	

Nick Timms	00:32.80	00:33.90	00:49.00	01:02.63	02:58.33	27	12	supply that is made up of U.S. Dollars: 20. Percentage of all U.S. paper currency that is held outside U.S. borders: 67.
Garry Traves	00:46.39	00:28.67	00:51.10	00:53.34	02:59.50	28	13	In Los Angeles, there are fewer people than there are automobiles.
Matthew Adams	00:45.84	00:34.51	00:38.43	01:01.31	03:00.09	29	14	Research indicates that mosquitoes are attracted to people who have recently eaten bananas.
Peter Jones	00:30.37	00:32.53	01:06.09	01:06.59	03:15.58	36	15	Penguins can jump as high as 6 feet in the air.
Dale Crossley	01:03.72	00:58.08	00:34.85	00:42.94	03:19.59	38	16	A sneeze zooms out of your mouth at over 600 m.p.h.
Dale Crossley	01:03.72	00:58.08	00:40.17	00:44.23	03:26.20	40	17	Your right lung takes in more air than your left one does.
Neville Jones	00:58.72	00:29.78	00:36.09	01:23.75	03:28.34	41	18	Bubble gum contains rubber.
Rebecca Timms	00:41.24	00:39.01	00:45.58	01:23.75	03:29.58	42	19	Only 55 percent of all Americans know that the sun is a star.
Michael Sheehan	01:03.72	00:34.34	00:32.61	01:23.75	03:34.42	44	20	Every time Beethoven sat down to write music, he poured ice water over his head.
Andrew Lloyd	00:40.54	00:31.17	01:06.09	01:23.75	03:41.55	45	21	It's against the law to catch fish with your bare hands in Kansas.
Brooke Dalzell	01:03.72	00:31.08	01:06.09	01:23.75	04:04.64	49	22	Some toothpastes contain antifreeze.
1601-2000cc							6	Millie the White House dog earned more than 4 times as much as President Bush in 1991.
Mal Clark	00:31.21	00:35.09	00:41.71	00:52.87	02:40.88	17	1	Bird droppings are the chief export of Nauru, an island nation in the Western Pacific.
Emma Clark	00:36.80	00:40.10	00:42.79	01:14.43	03:14.12	34	2	
Lance Crawley	01:03.72	00:58.08	01:06.09	01:23.75	04:31.64	52	3	
2001cc & Over							5	
Dale Crossley	00:32.22	00:26.74	00:32.40	00:45.28	02:16.64	2	1	
Lester Dallow	00:29.03	00:34.71	00:34.30	00:51.62	02:29.66	11	2	
Josh Dallow	00:29.86	00:39.96	00:36.77	00:48.28	02:34.87	13	3	
Brett Atkinson	00:38.78	00:34.33	00:34.21	00:50.15	02:37.47	15	4	
Brian Chadwick	00:31.66	00:37.03	00:41.56	00:54.84	02:45.09	21	5	
Chris Subritzky	00:35.87	00:58.08	00:41.38	00:59.41	03:14.74	35	6	
Hayden Searle	00:34.47	00:35.78	00:43.57	01:23.75	03:17.57	37	7	
Graeme Ogg	00:48.15	00:33.45	00:40.71	01:23.75	03:26.06	39	8	
John Borowski	00:28.08	00:32.79	01:06.09	01:23.75	03:30.71	43	9	
Justin Croy	01:03.72	00:58.08	01:06.09	00:54.47	04:02.36	47	10	



25TH ANNIVERSARY HILLCLIMB RESULTS - 25 APRIL 1998

VENUE : PEBBLEBROOK QUARRY

Name	Car	Run 1	Run 2	Run 3	Fastest	O/All	Cls	Ldy	Jnr
<i>0-1000cc</i>									
Robin Bennett	Imp	01:11.65	01:09.52	DNS	01:09.52	40	1		
Kelvin Robinson	Imp	01:14.76	01:10.58	DNS	01:10.58	41	2		
<i>1001-1300cc</i>									
Harold Wootten	Legend	01:09.38	01:01.90	00:59.23	00:59.23	23	1		
Brian Stubbs	Datsun	01:01.75	00:59.78	01:00.15	00:59.78	28	2		
Garry Trayes	Civic	01:00.60	DNS	DNS	01:00.60	30	3		
Steve Subritzky	Civic	01:02.86	01:00.94	DNS	01:00.94	32	4		
Samuel Stubbs	Datsun	01:12.67	01:08.45	01:06.59	01:06.59	37	5		
Andrew Lloyd	Cortina	01:15.36	01:12.08	01:11.12	01:11.12	42	6		
Karen Stubbs	Datsun	01:28.59	01:17.92	01:16.27	01:16.27	43	7	2	
Paul Torkington	Civic	01:36.95	01:27.30	01:26.07	01:26.07	44	8		1
<i>1301-1600cc</i>									
Andrew Phillips	Escort	00:55.39	00:52.51	DNS	00:52.51	4	1		
Grant Liston	Baleno	00:58.17	00:54.10	00:53.06	00:53.06	5	2		
Jeff Torkington	MR2	00:58.49	00:55.08	00:53.66	00:53.66	11	3		
Peter Martel	Starlet	00:57.30	00:53.75	00:54.36	00:53.75	12	4		
Chris Franklin	Sprinter	00:58.52	00:56.84	00:54.35	00:54.35	13	5		
Colin Jones	Starlet	00:55.44	00:54.70	DNF	00:54.70	14	6		
Kayne Barrie	Escort	00:56.06	00:54.93	DNS	00:54.93	15	7		
Paul Adams	Corolla	01:02.54	00:58.49	00:57.15	00:57.15	22	8		
Justin Croy	Corolla	01:07.82	01:02.43	00:59.45	00:59.45	24	9		
Lloyd Ives	MR2	01:05.77	01:01.44	00:59.56	00:59.56	25	10		
Don Rubie	Escort	01:06.13	01:01.09	00:59.69	00:59.69	26	11		
Neville Jones	Escort	01:05.29	01:00.16	01:00.63	01:00.16	29	12		
Earle McFarlane	Corolla	01:04.13	01:00.63	01:02.61	01:00.63	31	13		
Colin Beddow	Escort	01:07.26	01:00.98	DNS	01:00.98	33	14		
Matthew Adams	Gemini	01:10.83	01:03.77	01:01.13	01:01.13	34	15		
Richard Knox	Gemini	01:08.59	01:03.15	01:02.64	01:02.64	35	16		
Alan Woolf	Escort	01:05.40	DNS	DNS	01:05.40	36	17		
Alan Woolf	Gemini	01:11.81	01:07.66	DNS	01:07.66	38	18		
Alan Woolf	Corolla	01:09.51	DNS	DNS	01:09.51	39	19		
<i>1601-2000cc</i>									
Paul Stanaway	Escort	00:56.73	00:54.51	00:53.26	00:53.26	8	1		
Steven Hawes	Mexico	00:55.55	00:53.88	00:53.36	00:53.36	10	2		
Steve Subritzky	Escort	01:00.81	00:57.87	00:55.52	00:55.52	16	3		
Chris Subritzky	Escort	00:57.98	00:55.70	00:55.54	00:55.54	17	4		
Damien Morris	Mitsi	01:00.45	00:55.81	00:56.47	00:55.81	18	5		
<i>2001cc & Over</i>									
David Templeman	Offroader	00:52.16	00:53.48	00:49.35	00:49.35	1	1		
Dale Crossley	Chevron	00:53.20	00:50.42	00:50.34	00:50.34	2	2		
Daynom Templeman	Offroader	00:53.86	00:52.34	DNS	00:52.34	3	3		
Paul Adams	Mazda	00:54.30	00:53.19	DNS	00:53.19	6	4		
Karl Adams	Mazda	00:56.31	00:54.13	00:53.24	00:53.24	7	5		
Mark Parsons	TR7 V8	00:59.47	00:56.44	00:53.31	00:53.31	9	6		
Sue Adams	Mazda	00:58.73	00:55.87	01:04.27	00:55.87	19	7	1	
Mal Clark	TR7 V8	01:00.16	00:56.55	00:56.40	00:56.40	20	8		
John Borowski	Sunny	01:01.20	00:57.11	00:58.52	00:57.11	21	9		
Brett Atkinson	Galant	01:03.14	01:00.74	00:59.73	00:59.73	27	10		

As at 10 May 1998

1001 - 1300cc CHAMPIONSHIP

{ 10 } Chris Subritzky

1301 - 1600cc CHAMPIONSHIP

10 Kayne Barrie

{ 9 } Rachelle Alexander

1601 - 2000cc CHAMPIONSHIP

10 Paul Stanaway

{ 9 } Steven Hawes

RALLYSPRINT CHAMPIONSHIP

10 Kayne Barrie

{ 9 } Steven Hawes

8 Paul Stanaway

{ 7 } Rachelle Alexander

RALLY DRIVERS CHAMPIONSHIP

11 Todd Bawden

10 Neil Rice

9 Tony Wakelin

8 Justin Croy

1 Keith White

RALLY NAVIGATORS CHAMPIONSHIP

11 Benjamin Hawes

10 Andrew Wakelin

9 Lloyd Ives

1 Kathy Parnell



OVERALL CHAMPIONSHIP

12	Kayne Barrie	2	Gillian Ives
10	Paul Stanaway	2	Margaret Jones
{ 9 }	Steven Hawes	2	Austin King
{ 7 }	Rachelle Alexander	2	Robert Milligan
{ 6 }	Chris Subritzky	2	Mike Stiglich
4	Stephen Porter	2	Sylvia Subritzky
4	Nicola Ives	2	Andrew Wakelin
2	Dale Crossley	2	Tony Wakelin
2	Peter Doggett	2	David Wightman
2	Jeff Harlick		

SPEED CHAMPIONSHIP

10	Kayne Barrie
{ 9 }	Steven Hawes
8	Paul Stanaway
{ 7 }	Rachelle Alexander
{ 6 }	Chris Subritzky

ORGANISERS CHAMPIONSHIP

4	Stephen Porter	2	Austin King
4	Nicola Ives	2	Robert Milligan
2	Kayne Barrie	2	Paul Stanaway
2	Dale Crossley	2	Mike Stiglich
2	Peter Doggett	2	Sylvia Subritzky
2	Jeff Harlick	2	Andrew Wakelin
2	Gillian Ives	2	Tony Wakelin
2	Margaret Jones	2	David Wightman

HCMC HONOURS

The following people are recognised for their commitment and service to the Hibiscus Coast Motorsport Club.

Life Member		Robert Milligan	1990 - Pres
Alan Woolf	1991	Best Impressions	1991 - 1992
Colleen Woolf	1997	Autex Industries	1991 - 1992
Honorary Members		Terry Warren	1991 - 1996
Alan Woolf	1984 - 1991	Trevor Bayer	1991 - Pres
Colleen Woolf	1984 - 1997	Sylvia Subritzky	1991 - Pres
Paul Adams	1984 - Pres	Gillian Ives	1993 - Pres
Sue Adams	1984 - Pres	Lloyd Ives	1994 - Pres
Anne Bayer	1986 - 1992	Lester Dallow	1994 - Pres
Stephen Subritzky	1988 - Pres	Peter Doggett	1995 - Pres
Austin King	1988 - Pres	Cheryl Milligan	1997 - Pres
John Crichton	1989 - 1992		

