



“Matt Halliday’s Fisher & Paykel / Giltrap Group Porsche GT3 heads towards a well earned victory in Race 1 of Round 3.”Photo By SportProMedia.com



CLUB NEWS

February 2010

Auckland Car Club Inc.

P O Box 27063, Mt Roskill, Auckland, New Zealand 1440

Phone: 620-9797 Fax: 620-5247

www.aucklandcarclub.org.nz

PRESIDENT

Bob White 833-8335 027-4900548 president@aucklandcarclub.org.nz

VICE PRESIDENTS

Nigel Smith 575-3044 021-377280 vicepresident1@aucklandcarclub.org.nz

Mark Sheehan 579-6611 021-1129175 vicepresident2@aucklandcarclub.org.nz

SECRETARY/TREASURER

Craig Holmes 486-1970 021-889488 secretary@aucklandcarclub.org.nz

CLUB CAPTAIN

Vacant

MEMBERSHIP SECRETARY

Peter Batten 838 8623 membership@aucklandcarclub.org.nz

PROMOTIONS

Gary Raiti 815-3568 027-4748893 promotions@aucklandcarclub.org.nz

CLUBSPORT

John Riddell 833-6972 027-4779750 clubsport@aucklandcarclub.org.nz

RACE

Nigel Smith 575-3044 021-377280 race@aucklandcarclub.org.nz

RALLY

Dave Janes 846-0535 021-471341 rally@aucklandcarclub.org.nz

CHIEF SCRUTINEER

Mark Sheehan 579-6611 021-1129175

CLUBROOMS HIRE

Steve Morris 835-9515 021-278-9373 clubrooms@aucklandcarclub.org.nz

COMMITTEE MEMBER

Mike Dias 416-6765 027-483-5550 mandm@xtra.co.nz

William Yu 537-1308 021-585-218 db3pa121@hotmail.com

Ross Henderson

CLUB NEWS

Jennie Smith 06 8450741 0274-956-507 clubnews@aucklandcarclub.org.nz

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MOTORSPORT NEW ZEALAND LICENCE EXAMINERS

Bob Friend 277-2157 021-446-631 Bob White 833-8335 027-490-0548

Ted Jarvis 021-635-031 Peter Borman 837-0488 021-442-700

PLEASE NOTE: All calls to the above numbers are to be **BEFORE** 9:00pm

FORTHCOMING EVENTS

February

12	MSNZ	Race	Tier 1 Manfield - Tarmac Round 5
13	MSNZ	Race	Tier 1 Manfield - Tarmac Round 5
14	MSNZ	Race	Tier 1 Manfield - Tarmac Round 5
14	Auckland	Circuit Sprint (Multi Car)	Taupo
20	NZIGP-JRC	Race	Pukekohe Park Raceway Tier 2
21	NZIGP-JRC	Race	Pukekohe Park Raceway Tier 2
21	Thames Valley	Hillclimb	Taieri Rd - Waihi
21	Northland	Hillclimb	Hartnell Rd - Waioitira
28	Auckland	Race	Hampton Downs - Tarmac
28	Commodore	Race	Pukekohe Park Raceway

March

7	TACCOC	Race	Hampton Downs - Tarmac
19	MSNZ	Race	Taupo - Tier 1 Finals Round 6
20	MSNZ	Race	Taupo - Tier 1 Finals Round 6
21	MSNZ	Race	Taupo - Tier 1 Finals Round 6
20	Historic	Race	Hampton Downs - Tarmac
21	Historic	Race	Hampton Downs - Tarmac

When postponement of an Auckland Car Club event is necessary due to weather or any other reason, please check the club's web site or listen to 1ZB News Talk

2010 TRS Calendar

Round 1	15-17 January	Teretonga Park, Invercargill, Spirit of a Nation
Round 2	22-24 January	Timaru International Raceway, , Timaru Herald Trophy
Round 3	5-7 February	Hampton Downs, Auckland, New Zealand Motor Cup
Round 4	12-14 February	Manfeild Park, Feilding, NZGP and Dan Higgins Trophy
Round 5	19-21 March	Taupo Circuit, Taupo, Denny Hulme Memorial Trophy

(Note: The first four rounds are 2010 FIA International Calendar events)

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The club would like to acknowledge the support provided by Auckland City Council through their Accommodation Grant.

Motor Sport needs you!

Do you enjoy watching Motor Sport and being at events like the Top Gear Live Toshiba Track event? Do you want to get closer, so close that you can feel the cars go past? Well Motor Sport needs you. Motor Sport is an event where a lot of people make it happen. Unlike a typical game of rugby where there is only one referee, to run a Motor Sport Race meeting can take up to 100 volunteers and who do many and varied jobs.

If you have an interest in Motor Sport and would like to get up close and personal, with the track, the cars and the drivers, then Motor Sport needs you. In the Auckland area please contact Gary Lathrope at Motorsport Auckland gary@nzgrandprix.org.nz , or phone him on 09 579 3108 .

WANTED

Looking for a sport car, or a saloon, With or without motor gearbox, open to what is around.
Been in speedway and off-road, class 1.

CONTACT

Alan Smith
longfordfarm@xtra.co.nz
078295434

RACE OFFICIALS FIXTURE LIST: 2009 - 2010 RACE MEETINGS

- REVISED 18 DECEMBER 2009 -

<u>Day</u>	<u>Date</u>	<u>Venue</u>	<u>Meeting Type</u>
<u>News Zealand Motor Cup (Toyota) – Hampton Downs & NZIGP Inc.</u>			
Friday	05 February 2010	Hampton Downs	Testing
Saturday	06 February 2010	Hampton Downs	Qualifying and Races
Sunday	07 February 2010	Hampton Downs	Main Race Day

National Meeting – Joint Race Committee – Motorsport Auckland

Saturday	20 February 2010	Pukekohe Park	Qualifying and Races
Sunday	21 February 2010	Pukekohe Park	Main Race Day

Clubman and Other Race Meetings

Sunday	28 February 2010	Hampton Downs	Auckland Car Club Clubmans
Sunday	11 April 2010	Hampton Downs	Auckland Car Club Clubmans
Sunday	02 May 2010	Pukekohe Park	Auckland Car Club Clubmans
Saturday	15 May 2010	Pukekohe Park	NSCC Six Hour Race
Saturday	29 May 2010	Hampton Downs	NSCC Six Hour Race

Fixtures: No. 1 V3 18 Dec 2009



Four International drivers for 2010 Toyota Racing Series Competitive grid for Round 1 - Teretonga

Four international drivers and an ambitious new three-car team are confirmed for the 2010 Toyota Racing Series and what is predicted to be the most competitive season yet for the New Zealand Grand Prix single seaters.

A promising Brazilian teenager, an Estonian racing driver looking for additional competitive racing mileage and two young Australians stepping up from junior categories are late additions to an exciting entry.

The grid has also been boosted by the late inclusion of defending TRS International Champion Earl Bamber. Following the demise of the A1 Grand Prix series, the 19-year-old from Wanganui is returning to TRS with the Auckland-based Triple X team in a determined bid to revive his promising international career.

The commitment by Triple X to compete in the full TRS season was announced just after Christmas and the other international driver negotiations were finalised this week. The unexpected opportunity to race against Bamber and four overseas drivers is an added incentive for a strong line up of young New Zealand drivers, notably 15-year-old Aucklander Mitch Evans.

Other aspiring locals in a well-matched field are Daniel Jilesen (Taumaranui), Jamie McNee (Wellington), Stefan Webling (Taranaki), and Auckland drivers Andrew Waite and Alastair Wootton. The young Australian drivers are Chris Wootton, aged 21 from Brisbane, who has been competing in Asia for the last two seasons and Nathan Morcom, aged 19 from Sydney, who steps up from a Formula Ford campaign in his homeland.

Just a week ahead of final testing at Invercargill for the opening International race at Teretonga on January 15-17; prospects of close racing in the annual series have been significantly enhanced by these late-breaking developments.

“We are anticipating one of our most competitive TRS seasons yet because we have achieved a good balance of local New Zealand talent to match up against our overseas drivers,” said TRS Manager Barrie Thomlinson.

“Our driver line up has come together late because of uncertainty in world motorsport. Sweeping changes to single seater classes in Europe and the global financial situation have confused the motorsport market, so we are delighted to have attracted such a competitive field for our sixth season.”

Two of the international signings have famous Formula 1 mentors. The winner of the 1982 New Zealand Grand Prix and popular racing personality Roberto Moreno, is guiding the career development of 17-year-old Lucas Foresti and 28 years on the Brazilian veteran of 75 F1 races and many Champcar and IRL campaigns plans to be at the 2010 New Zealand Grand Prix with his young protégé.

Foresti is also from Brazil and started out competing in motocross before switching to karting. Last season he was runner-up in the South American Formula 3 Championship and

he is currently in Europe finalising plans to race there in Formula 3 this season. He will fly in directly from Europe and for the two South Island races will be accompanied by Greg Siddle, the Australian who has had a long association with both Moreno and Nelson Piquet. Siddle currently manages the career of the 2009 A1GP Champion, Irishman Adam Carroll.

The Estonian driver, Sten Pentus, is the most experienced European driver to race in TRS in New Zealand. Last season the 28-year-old competed in the World Series V6 Renault category against kiwi drivers Brendon Hartley and Chris van der Drift, having previously experienced Formula BMW and Formula Renault in Britain and Europe. Pentus matched Hartley's best WSR result of the 2009 season by finishing second in the feature race in Spain. He is managed by Peter Collins, a vastly experienced Australian who has been Team Manager in F1 with Benetton, Williams and Lotus and also currently manages the career of Force India Formula 1 driver Antonio Luizzi. Foresti and Pentus will be racing with Stephen Giles Motorsport, the defending TRS Champions. This four-car team run by the ex-McLaren Formula 1 chief mechanic will also include the highly-rated Evans and Jilesen, who finished fifth overall in his Rookie TRS season last year.

The return of Earl Bamber with the three-car Triple X team has set up an intriguing prospect for the 2010 season. Bamber won the International Trophy on his way to finishing second in the title chase in 2008 and finished runner-up in last year's NZ Grand Prix. He has since competed in many senior categories including GP2, A1GP and is out to win as many trophies as he can for the Triple X team in his pursuit of the TRS Champion's crown.

The Triple X team is committing to the full championship for the first time after winning the 2009 New Zealand Grand Prix with Daniel Gaunt. The team owned by successful businessmen Shane McKillen and Mike Morten will include a very experienced line up of former F1 and A1GP support crew including ex-F1 engineer Greg Wheeler and Team NZ A1GP chief mechanic Mark Pilcher. Bamber's Triple X team mates are Stefan Webling and Chris Wootton from the Gold Coast.

Australian entrant Trevor Sheumack will field cars for Aucklander Andrew Waite and Aussie Rookie Nathan Morcom and his ETEC Team will benefit from engineering advice from Christchurch's Andy Neale, the former F1 engineer who took Andy Knight to the 2007/2008 TRS title. Neale will also oversee the car of young Wellingtonian driver Jamie McNee under his own Neale Motorsport banner.

After back-to-back weekends of races at Teretonga (January 15-17) and Timaru (January 22-24) other drivers, including Kenny Smith, are expected to join the field for the North Island TRS International rounds. The Hampton Downs races (February 5-7) will be the first International meetings on the new circuit. The New Zealand Grand Prix (February 12-14) will complete the four round International series.

Series Manager Barrie Thomlinson, 09 270 2759
barrie.thomlinson@toyotaracing.co.nz

Murray Taylor, 09 445 0209, 027 2947930
murray.taylor@xtra.co.nz

Letter from Bob

Hi everyone , well come to the new year of motorsport, we are certainly getting of to a good start infact some of us are looking forward to march for a small break, however in the next few weeks we have two important meetings, the first being the Circuit Sprint (Multi Car) meeting at Taupo, using the full circuit, it also includes for those, who wish, the opportunity to try 'Drifting' so it could make an interesting trip for you, Craig Holmes is the man in charge detail are in this news letter.

The week after that we have **NZIGP-JRC race meeting at Pukekohe that is a 2 day event**, unfortunately, also that weekend on the Friday Saturday and Sunday, the club is working with Top Gear Live, promoting motorsport, we need about 10 helpers to assist with the running of this, over the 3 days, marshals etc. **so if you are not required for the race meeting**, contact myself, Bob, or Gary Raiti for a full weekend of entertainment, now **remember the race meeting comes first**. We would really like to have helpers that do not usually work at the circuit, you will have free entry, passes, to the Pavilion, but not the show, it will be a case of first in first served, and remember it is for all three days.

Then to add further to the pressure to our team of officials, we have the following weekend a Club Race Meeting 28th Feb at Hampton Downs, with a 1hr enduro to finish the day off, so you can see our staff will be hard pressed, so any help will be appreciated by all.

We at last I seem to have sorted out the trophy points for the previous two race meetings, this is where I need some input from you the drivers as to which group you are competing, and what trophy you are going for. The first time is always the most difficult entering everyone and ensuring the points are correct and you are in the correct place so let me know if I have it wrong.

It has been a very busy year so far for our crews at the tracks, unfortunately they are called upon to help so often at weekends, but it is not just the guys and girls on the ground, it is also staffing the administration on the track, Clerks of Course, secretariat, Scrutineers etc, they are all getting over worked and need assistance, I know that to some of them motorsport is their life, I can understand that, but like all of us time is passing us by and new blood is required to replace these people, their knowledge is limitless, but when they are no longer there neither is the knowledge, and only time done can replace it, so stand up and help it will not be turned down I assure you.

Now it is Radical time, if you go to <http://www.youtube.com/watch?v=SGbO0MGGI> you should be looking at the fastest lap of a road legal production car at the Nuremburg ring when their SR8 broke their own lap record, this car was driven from the factory in Peterborough Uk on road tyres and used the same ones for the record attempt, I think the speedo is in MPH.

They were also a star of the Autosport show with the SRZero Electric car, visit their website www.radicalsportscars.com for the full story, a brief one is in this news letter. Well that is enough from me this month so keep it in mind we need assistance across the board, well done Debbie with the Trade me item, thinking outside the square is good. Bob

Officially Frustrated in Timaru

Andy Booth, in the #23 Big Ben Pies Commodore was back in action for round 4 of the BNT V8 series at Timaru's Levels Raceway over the weekend and although top results were hard to come by due to external influences, he and the AV8 Motorsport crew gave a clear message that their front running pace was back.

Unpredictable weather and confusing officialdom would ultimately prove to be the strongest determining factors in the weekend's results but Booth declared himself very happy with the improved speed in the Big Ben Holden with solid qualifying and race 3 results.

After a baffling lack of outright speed at recent rounds of the championship, some minor set up changes and a determined driver effort paid dividends in Saturday's 3 stage qualifying session when Booth posted the 2nd fastest time in the second session only 0.087 off Championship leader John McIntyre. This super quick lap would ultimately prove to hinder Booth's attempt to take pole position in the top ten shoot out. Having set the lap early on in the second session and being the second last car on track in the shoot out there was a long time between runs and Andy felt that the tire temperatures had dropped off too much, especially on the left hand side which saw the Big Ben car lose valuable time in the right hand turns. Booth's shoot out lap would place him 6th on the grid.

Race one on Sunday morning evolved into one of the most controversial and influential (in terms of championship) seen in years. With almost the entire field formed up on the start grid on slick, dry weather tyres, the very light drizzle that had been in the air turned to steady rain, a lethal combination made worse with several ultra slippery new sections of tarmac around the track. The field moved off the race start seemingly in slow motion, the track surface resembling more that of an ice rink. As cars slid off and spun around through the first few turns Booth, at this stage running 3rd on the road, gave serious consideration to retreating to the pits at the end of the lap for wet tyres. This option was to be rapidly withdrawn. As the first 3 cars entered the run towards the final corner onto the pit straight (and pit entry) they were met with a truly zero grip situation on the new surface and became helpless passengers as all three cars impacted heavily with the outside tyre wall.

Chaos ensued behind them as the rest of the field skated every which way in avoidance. Most scrambling to the pits in recovery after the red flags were brought out to stop the race. Booth was able to free himself from the wall and pull forward to the control line where cars are required to stop in red flag situations. From here confusion reigned as race officials seemingly lost control of the situation as cars were worked on in the pits under red flag conditions, the Big Ben Holden was stuck out on the track with marshals not allowing him to move as they were receiving no instruction from the officials. Ultimately the crew members had to take the decision to cross the pit wall and push Booth's car back to the pit entry so they could change to wet tyres and inspect the damage. Then in a truly bizarre twist the race was restarted with all the cars in the random order in which they left the pit lane as opposed to the original race order as the rules dictate.

At the restart Booth lined up 3rd to last and given the chaos that had already taken place elected to simply drive a conservative risk free race to the finish. He would eventually be classified in 17th. Race 2 brought a welcome dry spell in the weather and a much more straight forward result, if still a little contentious as the starting order for race 2 is determined by the finishing order of the controversial race 1.

Further changes to the set up of the car where to Booth's liking and despite the tough narrow nature of the Timaru track, the Big Ben car fought its way up to 10th position passing team mate Andrew Anderson (ITM Holden) on the line by 0.066 of a second.

During the warm up period for the final reverse grid race 3, the unpredictable Timaru skies began to repeat their race 1 efforts. With light drizzle falling the AV8 Motorsport crew elected to call Booth in for wet tyres even though the track was still more suited to slicks. This proved to be the dead right call as Booth lined up on the grid with 2 minutes before the pit closure signal, the rain started to fall. As other cars poured into the pits to change tyres the Big Ben team were revelling in their early decision as now many cars simply would not have enough time to effect the tyre changes and would be caught in the pits at the race start. This advantage was then unwound as the race officials chose to do what they had not in race 1 and declare the race wet allowing all teams and additional 5 minutes to change tyres and line up on the grid. Just like race 1 the action was halted before the end of the 1st lap as the Ford of Angus Fogg was tapped into a spin which resulted in heavy contact with Booth's AV8 team mate Paul Manuell. This result this time was only a safety car as opposed to a total race stoppage and racing resumed a few lap later with Booth in 3rd position, the result of a successful 1st lap from his 6th placed start.

Initially struggling with a severe lack of rear traction Booth soon had to relinquish position to Andrew Anderson and then Andy Knight as they were able to put the power down better out of slow corners. The positions stayed static for much of the race but as the track began to dry to a damp surface in the later laps the Big Ben Commodore began to grip up and find some pace. Booth caught up to the duelling pair of Knight and Pither, first capitalising on light contact between the pair to sneak past Knight and then getting his nose ahead on the inside coming onto the main straight he could out drag Pither in the New Balance Falcon into turn 4. This final pass moved Booth up to 3rd at the finish line, the podium result some slight reward after the disappointment of the day's earlier events.

Comments from Andy Booth for the weekend:

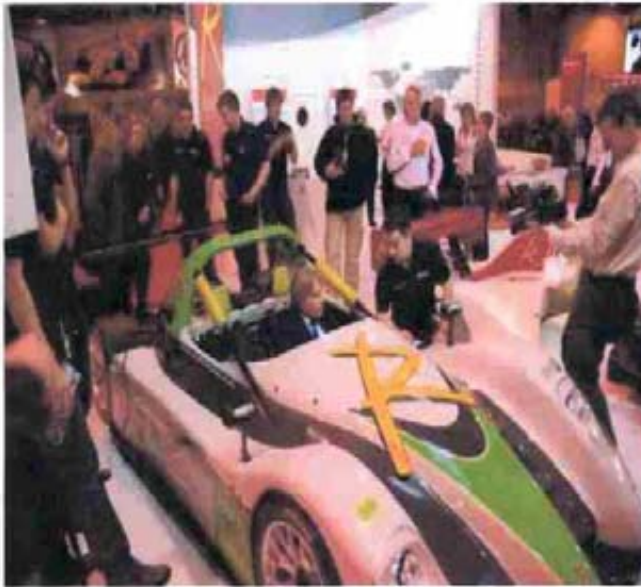
"The pace we showed in qualifying is seriously encouraging, after starting the year so strongly the speed has been hard to come by at the last 2 rounds. I feel like we've turned the corner now and will be hunting for race wins at Manfield""I'm just gobsmacked at the situation we had in race 1! It's like someone misplaced the rule book, just unacceptable at this level""The podium finish in the last race was a positive way for all the crew to finish what's been a tough old weekend, the weekend as a whole should have been a much stronger result for us""Our focus from now on, with the improvements we seem to have found, has to be on race wins, nothing else is good enough from here on"

Provision BNTV8 Championship points after round 1

Pos	Car No.	Name	Car	Total
1	3	Craig Baird	Falcon	668
2	69	Eddie Bell	Falcon	555
3	47	John McIntyre	Falcon	553
4	26	Tim Edgell	Falcon	524
5	1	Kayne Scott	Falcon	509
6	23	Andy Booth	Commodore	494
7	97	Andy Knight	Falcon	466
8	6	Angus Fogg	Falcon	440
9	70	Andrew Anderson	Commodore	396
10	57	Clark Proctor	Falcon	376

Minister For Science & Innovation Praises Green Radical

18th January 2010



Radical's new SRZero electric prototype racer attracted huge interest on its launch at the Autosport International Show this weekend, paving the way for a single-make electric racing series.

Experts in the field of motorsport and engineering, racers and the general public alike were impressed by this innovative vehicle, the unique powertrain developed by Radical and scientists from Imperial College London's Energy Futures Lab. The highest praise came from Minister for Science and Innovation, Lord Drayson.

A former Radical racer himself, Drayson recognised the technological and environmental importance of the SRZero. "The SRZero is proving that science and engineering is relevant to doing something about the biggest challenge we face; climate change," said Drayson. "It's important that cars of the future are not only sexy and exciting, but they need to be green too. The SRZero shows that it's possible." To hear more from Lord Drayson, [click here](#).

Visitors had a great appetite for the possibility of a professionally-managed, Radical single-make electric race series in 2011, following the car's endurance trial along the Pan-American Highway later this year. The event has attracted acclaimed documentary film-maker Claudio von Planta (*Long Way Round*, *Long Way Down*, *By Any Means*), who visited the show to film, and hopes to follow the trip. Already, several major TV channels are interested in this milestone expedition.

"Interest in the SRZero here at the NEC has been incredible, from the industry, visitors and the media, as we continue to develop this practical, high-performance racing car," said Radical co-founder Mick Hyde. "We are looking for partners to join us in creating an electric Radical racing series, a unique green racing event to be run in conjunction with our international distributor network. With distributors in five continents, we can spread electric racing to the far corners of the world.

"Industry R&D agency MIRA has already offered to provide vehicle proving and testing facilities for this project, so I see no reason why the UK can't lead the way in founding the first all-electric race series, just as we lead the way in other motorsport disciplines."

Moorkhana 17th January 2010

Num	Driver	Car	Club	Class	clover	glove	victory	napolean	Total
13	Paul Crispe	Civic	Mini CC	B	24.54	30.03	30.34	25.21	110.12
2	Christo Strydom	MR2	PCC	B	25.53	28.56	29.40	26.82	110.31
12	Stuart Cannan	Civic	PCC	B	24.68	28.98	30.00	27.25	110.91
6	Dale Crossley	Chevron	HCMC	B	25.14	30.41	29.33	27.26	112.14
26	Tom Hulbert	Civic	HCMC	B	27.16	32.19	28.50	25.86	113.71
33	Grant Liston	Corolla	ACC	C	23.78	32.97	30.67	26.95	114.37
43	Gary Traves	Starlet	HCMC	A	25.52	29.81	31.67	30.17	117.17
10	Chris Subritzky	MX5	HCMC	B	25.69	31.75	31.06	29.17	117.67
35	Brendan Wilson	Celica	HCMC	E	23.26	34.00	32.52	29.04	118.82
7	Brent Jackson	Barina	HCMC	A	25.49	34.01	32.18	27.25	118.93
38	Brett Havill	MX5	MX5	B	25.55	32.79	32.65	28.49	119.48
21	Steven Brice	Nissan	ACC	B	25.89	30.17	35.03	28.49	119.58
16	Karn Woodcock	Subaru	HCMC	E	26.85	35.87	30.77	26.86	120.35
11	Jeff Torkington	MX5	HCMC	B	26.15	31.94	35.31	27.90	121.30
8	Hannah Jackson	Charade	HCMC	A	25.68	36.13	33.24	31.18	126.23
30	Murray Thomas	Hyundia	HCMC	D	25.64	37.60	33.66	29.52	126.42
17	Karn Woodcock	Starlet	no pts	A	25.72	37.46	36.28	28.75	128.21
19	Steve Worthington	Corolla	PCC	B	29.49	33.66	37.50	28.52	129.17
20	Stuart Buckle	Primera	ACC	C	26.28	37.14	36.22	29.78	129.42
24	Tony Sutcliffe	Mirage	2nd Event	B	26.12	38.99	34.59	30.26	129.96
18	Gary Anderson	Civic	PCC	B	37.06	32.79	33.05	28.04	130.94
27	Matthew Hofmann	Mirage	1st Event	B	26.15	36.43	39.66	32.64	134.88
34	Scott Liston	Corolla	ACC	C	25.92	41.05	37.48	34.97	139.42
4	Matt Crossley	Pulsar	HCMC	C	31.44	38.83	37.50	32.47	140.24
29	Tracy Thomas	Hyundia	HCMC	D	26.27	45.15	40.37	33.56	145.35
37	Thea Poole	MX5	1st Event	B	28.43	42.30	40.84	36.63	148.20
3	Trevor Willmot	Toyota	HCMC	D	31.85	44.41	38.41	35.39	150.06
36	John Riddell	MX5	HCMC	B	25.58	33.46	33.21	63.40	155.65
14	Braegan Van Hust	Mazda 323	HCMC	E	32.52	43.29	42.62	38.38	156.81
32	Mike Bell	Celica	HCMC	E	31.06	38.90	60.11	30.51	160.58
28	Zachary Sutcliffe	Mirage	2nd Event	B	27.77	52.78	44.29	36.27	161.11
9	Charles Jackson	Charade	HCMC	A	31.59	43.86	41.33	45.94	162.72
5	Steph Crossley	Pulsar	HCMC	C	31.89	49.16	48.18	43.26	172.49
23	Tim Sutcliffe	Mirage	2nd Event	B	28.25	44.64	37.00	63.40	173.29
1	William Yu	Nissan	ACC	B	29.34	80.80	34.39	30.14	174.67
25	Blair Orrell	Pulsar	1st Event	C	33.60	55.74	42.74	47.78	179.86
22	Clinton Cunningham	Familia	HCMC	C	27.64	37.91	60.11	63.40	189.06
15	Denise Schimanski	Starlet	2nd event	A	28.25	79.32	55.11	46.68	209.36
31	Ben Whooley	Corolla	HCMC	B	41.91	74.32	60.11	63.40	239.74

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Round 1 Teretonga - Mitch Evans

We arrived at the track Wednesday morning to see the overseas drivers start their test day. It didn't take long to work out who was going to be Mitch's main competition. Thursday we were on the track for three sessions. Mitch traded places with Sten Pentus with both of them at the top of the timing sheets. Friday there were two practices.

Qualifying Saturday morning

Your fastest time was the qualifying for race one and your second fastest time was your qualifying for race two. Again Mitch and Sten went head to head with Mitch coming out on top and qualifying on pole for both races. Race three grids were determined by your finish in race two, which included a reverse top six for the first time in the Toyota Racing Series.

Race One

Mitch didn't get a bad start but Sten got a flyer and went into the lead pulling a gap on the first lap. Over the opening laps, Mitch pulled Sten back in and started to put pressure on him. Sten made a mistake coming onto the front straight and Mitch seized the opportunity for the lead winning by approx 6 seconds with teammates Sten and Daniel Jilesen coming home 2nd and 3rd.

Race Two

This time it was Mitch's turn to get a flying start and by the end of the lap one, he had opened up a reasonable lead. Mitch maintained a six second lead over Sten but unfortunately on lap 23 of the 24 lap race the engine cut out coming onto the main straight and whilst Mitch was trying to restart the car, Sten went past taking the win with Mitch 2nd and Daniel 3rd again.

Race Three

The first top six reversal race with Mitch starting on grid five and Sten alongside on grid six as he had won race two. Grid one was Earl Bamber with Andrew Waite alongside. Grid three was Brazilian Lucas Foresti with Daniel Jilesen alongside. The lights went out and Andrew Waite jumped into the lead. Earl Bamber got a bad start and moved right to try and cover Lucas who had decided to go around the outside of Earl. Mitch got another great start and with the track clear in front raced up the inside. Earl missed out on trying to cover Lucas on the outside, as Lucas was already most of the way past.

Earl then saw Mitch coming through the inside and moved over to cover, with Mitch having to take to the inside grass to avoid an accident. So the real possibility of Mitch going into turn one 2nd or 3rd overall saw him fall back to 9th. Mitch ended up finishing 6th with Sten 4th so Sten took the 1st round win and lead in the championship.

So overall a good weekend and more importantly a good start to the championship. Whilst we were a bit unlucky in race two, Mitch had good car speed, which is what you need to win. The car decals, race overalls, team uniforms and posters looked fantastic and we received many complimentary comments. We would also like to welcome aboard Rod Jenden owner of "Wet & Forget Ltd" as naming rights sponsor. Owen & Mitchell Evans

Lodge Cup		
Northern Muscle		
Car		Points
1st Name	Surname	
Justin	Butcher	38
Ross	Goldring	37
Roy	Bingley	34
Paul	Burnet	31
Hamish	Andrews	31
Cameron	Crawford	30
Mike	Ellis	20
David	Campbell	16
Motorways Trophy		
Modified Saloons		
1001-1300cc		
1st Name	Surname	Points
Auckland Car Club		
Modified Saloons		
1301-1600cc		
1st Name	Surname	Points
Glenn	Gordon	40
Steven	Price	58
Robin	Greenland	36
Stan	Griffiths	34
Peter	Amies	32
Brady Engineering Services Cup		
Modified Saloons		
1601-2000cc		
1st Name	Surname	Points
Carol	Liston	40
Evan	Fray	40
Auckland Car Club Cup		
Modified Saloons		
2001+		
1st Name	Surname	Points
Phil	Schubert	98
Rod	Pratt	97
Paul	Cook	89
Cameron	Crawford	51
Keith	Jones	49
Jennifer	Stillman	47
Mike	Dias	34
Greg	Holden	32
Colin	Jones	28
Bert	Quin	15
Nigel	Smith	13
Harry	Dodson	0
		0
		0

Des Gulland Cup		
Standard Production Saloons		
0-2000cc		Points
1st Name	Surname	
Gavin	Boyne	60
Jarrold	Paltridge	55
Julie	Andrews	55
Steven	Price	0
Nathen	Carr	0
Ashley	Blewett	0
Gordon	Legge	0
Steve	Kahn	0
Julie	Andrews	0
Fredrick	Brown	0
Auckland Car Club Cup		
Standard Production Saloons		
2001+		Points
1st Name	Surname	
Neil	Johns	60
Royal George Inn Cup		
Production Muscle Cars		
1st Name	Surname	Points
Mike	Oldham	97
Steve	Nixon	87
Brett	Davy	84
Craig	Stacey	39
Phil	Rae	38
Craig	Grammer	70
George	Sheweiry	49
George	Sheweiry Jnr	41
Shane	Stokes	24
Murray	Bean	22
David	Hand	22
Gary	Raiti	20
Jason	McGregor	19
Russell	Thomas	10
Sandra	Oldham	0



**Cortina GT and
Small Fords Car
Club**



2010 Taupo Dual and Multi Car Circuit Sprints

The Cortina GT and Small Fords Car Club is holding its Quickfire sprints at Taupo again on Sunday 14 February 2010. The event is open to all but is kept deliberately small to maximise time on the track and entries are limited. If you're looking for a low key opportunity to settle in a new car, gain experience, Valentine's gift or are just looking for a fun day you won't get better than this!

Catering for a number of experience levels, novice drivers can run dual-car sprints all day while more experienced drivers can move to multi-car sprints. Multi-car sprints, six cars starting together, allow a taste of racing in traffic and are a great stepping stone to a full race grid start. Novices can be placed at the back of the grid so they don't have to worry about being overtaken.

This year we have the whole track booked which will provide a change from previous years and will also allow some timed laps in and have their partners/family/sponsor participate. At the end of the day 4:00-5:00pm (before track closure) we will be hosting a novice drift session. This is to give both young and old an opportunity to give drifting a go in a low key setting. We expect this to be entertaining for both drivers and spectators and add something different to the day. Pre-event scrutineering will take place Thursday 11 February from 5:00pm to 7:00pm at Mechanix, 1096 Great North Road, Pt Chevalier, Auckland. For more information contact Gareth on 021-245-0909 or visit www.cortina.org.nz.

2008/2009 Annual Accounts

The Club's annual accounts have been approved by our auditors and have been filed with the Registrar of Incorporated Societies.

Members wishing to see them can visit www.societies.govt.nz and search on Organisation Number 221440.

If you would like a paper copy, please contact the Treasurer on 021-889-488 or at secretary@aucklandcarclub.org.nz.

Race Report, by Nigel Smith, chair ACC Race Committee.

A happy new year to you all. I trust you all enjoyed good weather and happy times with your families over the break.

2010 looks set to be a great year, with more racing than ever and ACC still getting stronger and offering more events to use those cars. This year we are aiming to get our Clubsport side back on track after it being a bit neglected over the past few years, and to upscale our promotional activities, which I would like to outline to you all.

1. Clubsport – ACC sees its role in motorsport as primarily being an incubator for motorsport. It's a place where people come to get into motorsport and to compete in low key fun events, be they on the track, a hill climb or a gym / motor khana. As I understand it over 50% of the licences issued by MSNZ are for Clubsport. We then feed drivers up tier 2 and 1 when they want to get more serious. We work as part of both NZIGP and the joint race committee (motorsport Auckland) in helping run these higher level events in Auckland.
2. Promotion – ACC is a promoter of motor racing and related activities. While we sub contract the operational running of our clubmans race series to NZIGP, we are the promoters. We rely on the funds we make from these events to keep the club running, especially since our membership was declining until recently and the hire of our clubrooms has dropped off. However we have taken this further with the ACC this year arranging major displays at the Speedshow, and more recently working to run the track at the top gear show in February. What many of you will not realise is the amount of time that these activities take, and to this end I think a vote of thanks has to go to Gary Raiti for his efforts in this area. He does not seek praise but has done a great job with both, with Bob White ably arranging the MSNZ side of the topgear track. These activities help lift the profile of the club and of motorsport in the Auckland area, and from this we get more members and participants at our events.
3. The online entry system is used for our race and club sport events. I know the system is not perfect, but it makes life a lot easier for us. More importantly however we also get our emails and event details to over 1000 registrants on the system. Even if we only get 10 more competitors at a race or Clubsport event, these make it profitable when race events particularly were not until recently i.e. we ran events at a loss. We are here to promote racing, but the events must make money for the club to survive.
4. People: we need more on the committee still and to help as marshalls and officials. I am on a personal mission to help grow the pool here as we need more people if we all want to keep enjoying our racing.

I know of plenty of people who are marshalls and officials who routinely volunteer (yes they are unpaid – they don't even get petrol money) for up to 34 weekends a year! I know my wife would never let me race that much but these guys and girls are doing it so you can. We simply need more of them, particularly with Hampton Downs now on stream. If you know anyone please let either me or Gary Lathrope at NZIGP have their details asap.

Communication is always hard and I know that while we have improved things it can be better. Here are 2 issues I need to explain:

1. Transponders at the 28 February meeting: when we held our first meeting at HD the questions were asked who had transponders and of those that did not how many would object to hiring one. Just on 80% of those there said they had one and of the balance no one objected when asked. As a result of this we have made the call to go to transponders earlier than we had indicated we would (being the 10/11 summer season). The entry came out before we could communicate this and I apologise for this. However please also understand that transponders make life much easier for us to run a race meeting.
2. ACC / NSCC member discount: this is a problem arising from the use of the online entry system. We have asked for HRC who supply the system to have some changes made to their system so we can reinstate the discounts but until they make these changes its simply too hard to do it as it stands. Again this was not communicated to you before we went to print with the regs for the 28/2 meeting and I apologise for that as well. We will change back when the system can be fixed at HRC.

Another answer to a question I was asked is have we abandoned Pukekohe? The answer is no. It's a timing issue this year. Our usual October date has clashed with Bathurst the last 2 years and we have given up that date. Our early February date clashed with the Bruce McLaren Festival at HD and we were asked to drop the date for this year, which we were compensated for with the 28/2 date at HD. We have been trying to get more dates at Puke but the calendar is full, also caused by many clubs and promoters booking both HD and Puke until they were certain HD would open. We hope to be able to pick up more dates there next year, although please note there will likely be some major re-shuffling of all dates for the 2010/11 season as things settle down.

As always we try hard to keep you up to date and informed, but we are human. More hands are always welcomed to help but we are underwhelmed by the response to such requests. If you need to know the answer to anything just email me or ring me.

Keep the cars straight and enjoy your racing, it's all for a chocolate fish at the end of the day!



Following the 2009 sell out World Tour, Top Gear Live is back featuring a spectacular new theatre show and a motoring festival!

18 - 21 February 2010, ASB Showgrounds, Auckland

TICKETS ON SALE NOW

Since successfully circumnavigating the globe in true rock 'n' roll style (and without getting lost once) the Top Gear Live crew have been hard at it knocking about new ideas, welding things together they don't understand and nodding to each other a lot. The result? A completely new show featuring the world's fastest cars pushed to their mechanical limits, acrobats laying their lives on the line and some middle aged men falling over.... and catching fire a bit. In their spare time, the crew invited some friends along and created a whole motoring festival for you as well!

YOUR 2010 TOP GEAR LIVE TICKET INCLUDES:

1. **Theatre Show** - You'll feel like you've stumbled onto the set of a blockbuster movie as we surround you with our trademark special effects, smashes, crashes and customised cars, presented by Jeremy Clarkson, Greg Murphy and James May AKA "Captain Slow"
2. **Prestige & Performance Motor Show** - The latest releases and most spectacular vehicles & accessories on the market today
3. **Top Gear Live Festival** featuring Track, Stunt School & Marque Park

Top Gear Live is set to take car events to a ground breaking new level - the 2009 show sold out and this event is twice as big - get your tickets now so you don't miss out!

SKYCITY to be Rally New Zealand's Auckland Base

When the World Rally Championship returns to New Zealand in May this year, SKYCITY Auckland will provide Rally New Zealand's home-base in central Auckland, something that last happened in 2004.

With its combination of award-winning conference, hotel and entertainment facilities all under the iconic Sky Tower, SKYCITY Auckland offers a major world-class event like Rally New Zealand an excellent base.

"It's exciting to be bringing the rally back to Auckland, particularly central Auckland and SKYCITY," says Rally New Zealand chairman Chris Carr. "The focus within the World Rally Championship is very much on bringing the rally to the people and that's exactly what we're doing. Auckland is New Zealand's largest city and SKYCITY one of the most popular, easily-accessible venues from which you can run an event of this size." Rally New Zealand takes place from 6 to 9 May and offers local fans the chance to enjoy the world's best rally action between established stars like six-time world rally champion Citroën driver Sebastián Loeb, close-rival Ford driver Mikko Hirvonen and Petter Solberg, always a favourite in New Zealand, returning with a Citroën. "Add in the exciting new Super 2000 World Rally Championship, Production World Rally Championship contenders like local star Hayden Paddon, and the New Zealand Rally Championship contestants, and rally fans have some fantastic motorsport action to enjoy this autumn," adds Carr.

SKYCITY's CEO, Nigel Morrison comments: "SKYCITY is delighted to be hosting this world-class event right here in the heart of Auckland. SKYCITY is the natural location for Rally New Zealand, the longest-running world championship event run in New Zealand, as the World Rally Championship event returns to Auckland in 2010. We're looking forward to the crowds coming down to see the cars and getting in on the action." SKYCITY Auckland provides the venue for a range of opportunities for rally fans to see their WRC heroes, starting with the driver autograph signing session on Sunday 2 May from 2 to 4pm. This will be followed by a driver skill demonstration outside SKYCITY on Federal Street. SKYCITY Auckland also houses the event's official headquarters and the media centre with more than 200 accredited print, radio and TV media expected to attend. Parc Ferme, the secure overnight park for all rally cars, will also be contained in one of SKYCITY's car-parks, offering another opportunity for fans to check out the cars close-up. The venue also provides accommodation for hundreds of team personnel and officials, and meals and refreshments for WRC crews and fans alike. With 18 restaurants and bars on the SKYCITY site there are options to suit everyone, says Morrison.

Official Rally New Zealand merchandise and programmes with the all-important rally route map and much more will be available at SKYCITY.

Chris Carr adds: "We are looking forward to working with the friendly, professional SKYCITY Auckland team and our other key partner, Auckland City Council, to put on a hugely popular and successful Rally New Zealand in May this year," says Carr. "If you love motorsport, then make sure you make the most of this opportunity to see the world's best drivers on the world's best rallying roads, New Zealand roads!"

In 2010, Rally New Zealand's route takes in Whangarei and Kaipara on Friday as well as a super special stage in the Auckland Domain on Friday night. Saturday's stages take competitors to Franklin and North Waikato before Sunday's final stages around Raglan when the iconic, scenic Whaanga Coast stage will feature once again. Rally New Zealand 2010 concludes with an exciting official finishing ceremony at Queens Wharf which is free for all to enjoy.

Clubrooms

44 Stoddard Road, Mt Roskill, Auckland

Open Every Thursday, 7:30-11:00pm

Licensed Bar, Lounge, Large Screen TV

Members and guests are welcome to drop by the clubrooms any Thursday night.

Licence examiners are available to assist new Members and several members of the Executive Committee are usually available to discuss any issues or provide assistance.

Clubrooms Hire Rates

	<u>Members</u>	<u>Public</u>
Hall Hire	\$250+GST	\$300+GST
Bar Person (First 5 Hours)	\$100+GST	\$100+GST
Second Bar Person	\$20/Hour	\$20/Hour
Non-refundable Deposit (Four Weeks in Advance)	\$100+GST	\$100+GST
Refundable Bond (Cheque or Credit Card on the day)	\$500	\$500

More than 60 people requires extra bar person.

Bond cheque or credit card slip returned after function if no damage caused. If a special cleaning is required after the event, a charge of \$80+GST will be applied. Special rates are available for groups committing to long term rental of the lounge. Use of the public address system available upon request. Liquor licence runs from 12:00pm to 12:00am.

Please direct queries to Steve Morris

(09) [835-9515](tel:09-835-9515) / [021-278-9373](tel:021-278-9373) / clubrooms@aucklandcarclub.org.nz

Club News Advertising Rates

	Single Issue	12 Issues Paid Monthly	12 Issues Paid in Advance
Quarter page	\$50.00	\$37.50	\$371.25
Half page	\$100.00	\$75.00	\$742.50
Full page	\$200.00	\$150.00	\$1,485.00

These rates include display on the club's web site, in an appropriate format and for an agreed duration. Contact clubnews@aucklandcardub.org.nz for further details.



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