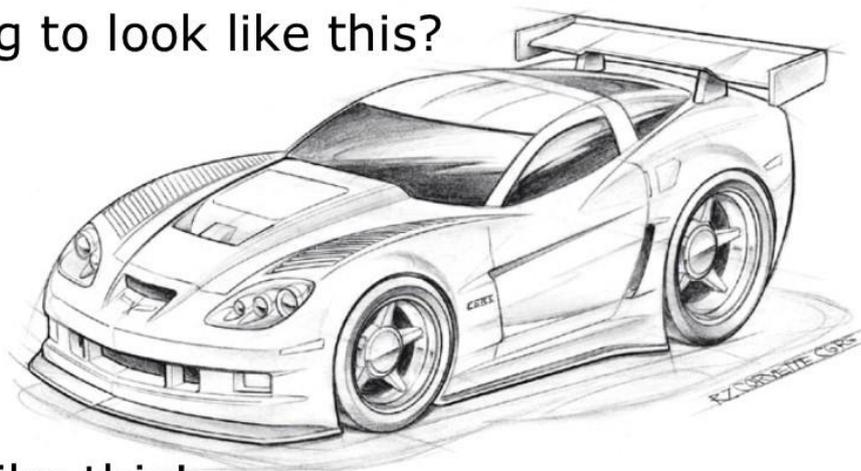


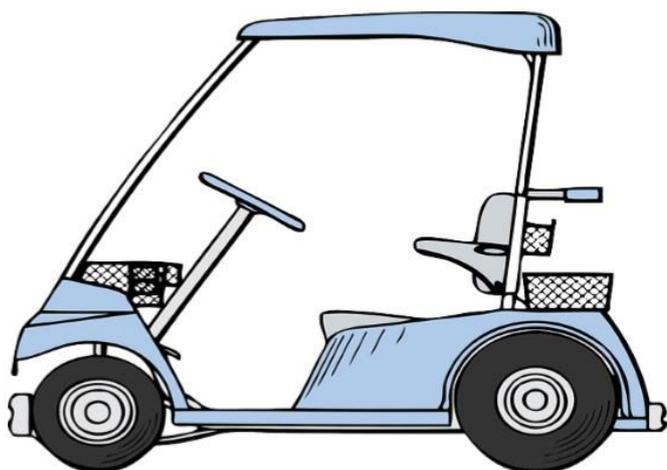
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Committee

POSITION	NAME	CONTACT
PRESIDENT	To be appointed	president@taranakicarclub.org.nz
VICE PRESIDENT	Kiley Jury	0272295911
CLUB CAPTAIN	Graeme Sutton	021436814 clubcaptain@taranakicarclub.org.nz
SECRETARY	Georgia Wadeson	secretary@taranakicarclub.org.nz 0273090567
WHEELSPIN EDITOR	Stacey Jeffrey	0212117524
TREASURER/MEMBERSHIPS	Annabelle Sutton	067584523 treasurer@taranakicarclub.org.nz membership@taranakicarclub.org.nz
COMMITTEE	Drew Jeffrey (Immediate/Past president) Karl Giddy Tim Roper James Harry	0226445768 0272357768 0226269155 0279747199
WEBMASTER	Larni Burkhart	0274255554 webmaster@taranakicarclub.org.nz
SPEED COMMITTEE	Graeme Sutton, Garnett Henderson, Andrew Larsen, Tim Roper, Erin Walsh, Emah Tippett, Georgia Wadeson, Paul Chinery	

Patron of the Club

Gary Adlam

Life Members

Current Members

Mr & Mrs R W Northcott
David Bransgrove
A H Halcombe
Brian Parkinson
Irwin & Joyce Bracegirdle
Gary Adlam
Ken Rowe
Ross Calgher
Neil Cowley
Alan Hooper
Harry McKee
Don O'Connor
Kevin O'Neill
Max Sole
Max Pennington
Annabelle Sutton
Gavin Cox

In Memory of:

Jack Rutherford
Dorothy Rutherford
Wyn Sheard
Jack Harwood
Gordon Lawrence
Keith Hughes
Doug Leighton
St Ledger Reeves
Don Blackbourn
Joan Blackbourn
Brian Bayliss
Keith Anderson
Mike Holswich
Ross McLean
Clem Lawson

Taranaki Car Club, PO Box 704, New Plymouth

Upcoming Events

AUG 04 2019

STCC Westend Hire Stratford Street Sprint

SEP 15 2019

STCC Gravel Sprint – Venue TBC

OCT 19 2019

Tarmac Hillclimb - Venue TBC

OCT 20 2019

STCC – Parihaka Gravel Sprint

NOV 16 2019

Waitara Street Sprint

New Members

Taranaki Car Club welcomes the following new members:

Johnny Wadeson

SPACE TO RENT!!!!

Would you like to place advertising in Wheelspin?

Please contact the Editor (Stace – Phone 0212117524)

or any committee member to discuss further

Club Scrutineers

Scrutineer	Contact #
Kiley Jury *	0272295911
Chris Allen*	0272750892
Kevin O'Neil*	0274437200
Harley Coombe *	0275360885
Ross Calgher *	0274462908
Glen Bublitz *	0274125494
Andrew Larsen	0275775118
Nathan Strachan	0272255727
Paul Chinery	021735660

Scrutineers marked with * are A Scrutineers

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Upcoming Out of the region events

Month	Date	Event Type	Club	Venue
July	7	Gravel Sprint Race (winter series)	Levin Manawatu	Wairarapa Waiorongomai Road, Otaki Manfeild
	21	Autocross (grass)	Harbour Capital	Masterton Motorplex
	28	Autocross Track Day Series Round 2	Hutt Valley Manawatu	Upper Hutt Manfeild
August	4	Race (winter series)	Manawatu	Manfeild
	11	The Surgery Sprint		Manfeild
	17	Goldrush rally		
	18	Back Track Motorkhana/Autox	Manawatu	Manfeild
	25	Autocross	Hutt Valley	Upper Hutt
September	1	Race (winter series)	Manawatu	Manfeild
	15	Track Day series Round 3	Manawatu	Manfeild
	21	Japan Rally		
	29	The Surgery Sprint Autocross	Hutt Valley	Manfeild Upper Hutt
October	6	Sealed Sprint	Wellington	Shelly Bay, Wellington
	13	Gravel Sprint Race - Bathurst	Levin	Mangahao Dam
	19	Waitomo rally Octoberfast	Manawatu	Manfeild
	20	Octoberfast Sealed Sprint	Manawatu Wairarapa	Manfeild Admiral Road
	28	Sealed Sprint	Hutt Valley	Port Road
November	3	Track Day Series Round 4	Manawatu	Manfeild
	9	Race (MG Classic)	MG	Manfeild
	10	Race (MG Classic)	MG	Manfeild
	24	Gravel Sprint	Wairarapa	Dorsets Road
December	1	The Surgery Sprint		Manfeild
	8	Race (Summer Series)	Manawatu	Manfeild

A belated CONGRATULATIONS to
Larni (nee Nicholas) & Shay Burkhart on
tying the knot earlier in the year!

Note from the Editor

Hey all

And POOF!!!.... Just like that we are now over half way through the year and I hate to think that if I blink Christmas will be here again! Yikes!

A big thank you to those of you that came along to the Prizegiving, and congratulations to all the awards recipients... see details further on within Wheelspin, and thank you to Karl Giddy for organising it!

Thanks to James Harry, Phil Macy & Sean Bryce for completing Driver Profiles, and to Andrew Larsen, Scott Harland & Drew Jeffrey for some great articles on what they have been up to!

Just a quick reminder that if you have moved house, changed phone number or email address to advise our Club Treasurer of all changes please.

And just another reminder, if anyone is wanting to put any information in Wheelspin, whether it be an article, an advert, ideas on what else you would like to see included or whatever it may be, please get in touch with me. Thanks.

Happy Reading ☺
Stace

All Photos within Wheelspin courtesy of Stacey Jeffrey (unless otherwise stated)
Facebook Page: BLAT Photography



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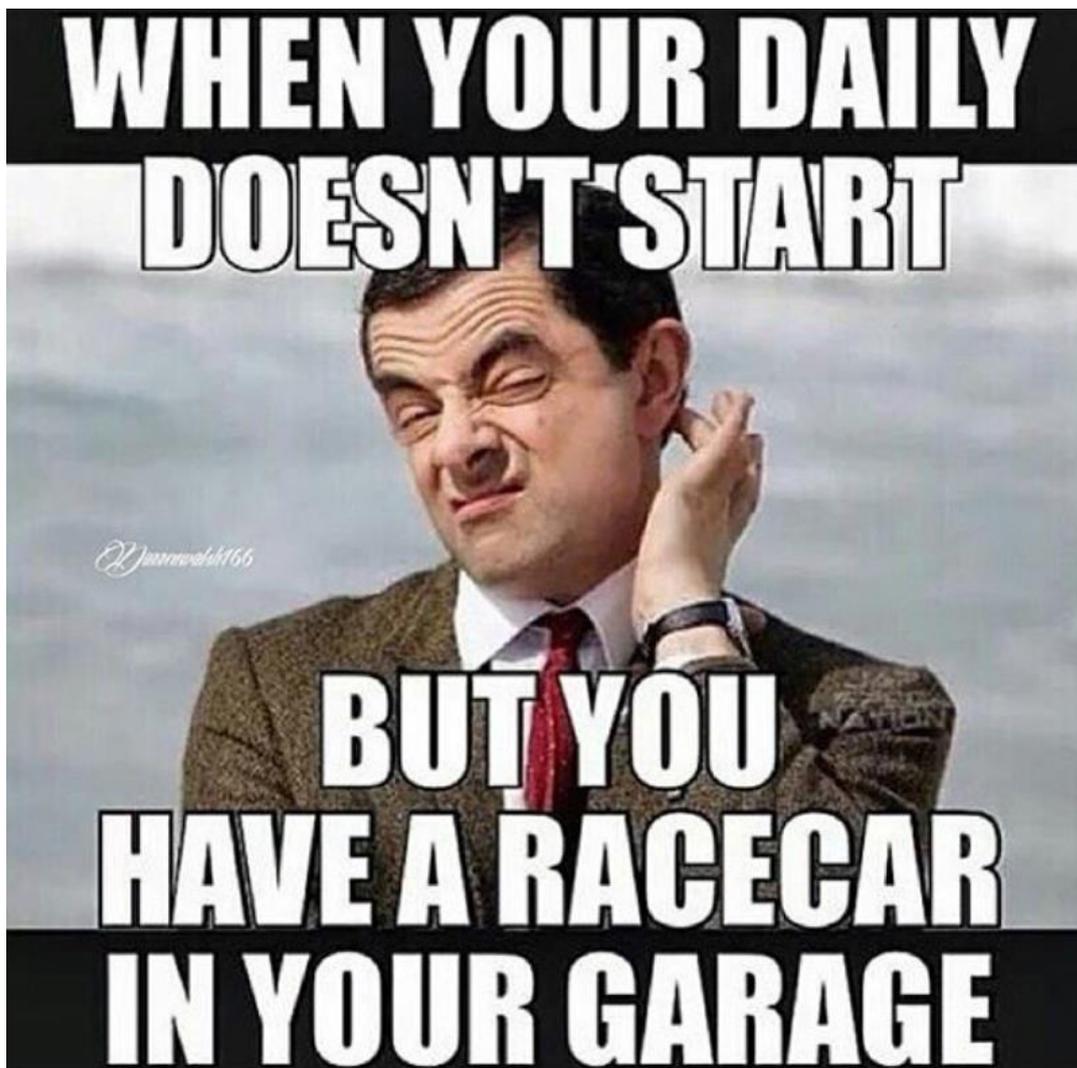
Presidents Report

With not many events since the last wheel spin it's been a slow couple of months. Kirihaui road and Taraki road sprints going well, with Karl giddy having the only major oops by falling off the road on Saturday but managed to get repaired to be back out on Sunday.

Congrats to James Harry for the win on Sunday with Graeme having electrical problems and watching from the side line.

Competitor and volunteer numbers are down compared to the last few years. A few members attending circuit in the past year, Drew finishing 2nd overall in GT4 and 2nd overall for club points last season with GTRNZ. Myself starting the steady well but having a woops in round three and hitting the wall ending my season with a very bent car but safety gear doing its job onward and upwards for the future

Kiley
Vice President



Club Captains Stuff...

Membership!

Currently the TCC has 95 financial members, including 12 life members, given that 35 members took part in club competition last season that is approx 25% of TCC members taking part in our core business, running Taranaki based club motorsport events for our members to participate in. Is this acceptable participation levels? Given that the largest TCC participation was Waitara Street Sprint, with 27 TCC members out of 38 that entered, were as the Brian Blackbourn Speed Weekend only had 13 entries, We the club committee are asking ourselves are we doing it right? One member mentioned to me, that we must be as, turnouts at the TCC AGM was low, because everyone was happy with what we the "committee are doing" so they don't need to show up.

We are struggling with personal to help run events; we are also struggling to get enough competitors to partake in a TCC competition event,

What are we doing wrong?

Why is our numbers low at events?

We the committee value our club members feedback. Please feel free to contact any committee member with your thoughts.

Which brings me to another topic, New Members? In the times past I have seen new members join our club to partake in events at least 5 per season, last season we got only 1 new member.

Are our criteria too tough for new members to follow?

- 25 Any person may become a "Day Member" of the Taranaki Car Club Inc solely for the purpose of competition on that day. A day representing the successive 24 hours from time of payment of the Day Subscription. A person who has previously been a financial member of the Taranaki Car Club Inc may not be eligible for Day Membership. The " Day Subscription " shall be determined by the Committee. A Day Member shall not be eligible for Taranaki Car Club prizes, trophies or club points. A person may not become a Day Member of the Taranaki Car Club Inc more than twice in any financial year, and will not be eligible for Day Membership in the financial year subsequent to his/her Day Membership, deeming it necessary to become a full financial member.

Copy of TCC constitution re new members participating at a club event, Is it time to update/change these rules?

Thoughts of the Club Captain for June.

Graeme Sutton

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Driver Training Facility Proposal to NPDC

Late last year the NPDC asked for submissions from the public on three topics. The extension to the walkway thru to Waitara, the amount the council spends on pest eradication and ideas on what to do with the land at Colson Road now that it was not going to be use as a refuse site. Both Andrew Larsen and I thought it a good idea to submit, and talk to a proposal to use some of the land for a driver training facility. On Monday, 13th May we both presented to a council public meeting. The council was very receptive to the idea, and put the Daily News in touch with me the next day, hence the article in the paper and on stuff that you may have seen.

As things stand right now, we have no plans for a facility, no costings, no timeframes. Andrew and I were merely standing on the back of much work that many had done in the past, but were always hobbled by not having land (a location) available to build a facility. We were hoping that this potential land availability would re-energise those that had been working for so long to get a facility like this going again, and bring together like minded organisations to be able to work together, and I can say we have been contacted by many different groups which is very encouraging.

While doing research for this proposal it was heartbreaking how much was in the news on road accidents and driving standards, which really reinforced the need to be doing more for our community so that we can all get home safely each day to our loved ones.

From here, we hope to bring these different groups together to see where we can get to with facility plans, costings and timeframes. You never know what is possible till you try. Here is an example new facility in Ehingen, Germany, which includes a low grip area and roundabouts, and takes up only around two hectares (the Colson Rd land area is over 70 hectares).

If you have any interest in, or ideas for, a facility like this please get in touch with me.

Be safe out there, and please please please, put down your phones when driving.

Regards

Garnett Henderson



Driver Profile

Name: Philip Macy

Date of Birth: 1968

Occupation: Accountant

Current Race Car: 1982 Ford Falcon & 1972 Ford Falcon

Previous Race Cars: 1962 Sunbeam Rapier, Evo 2 RS, and 2 vintage speedway midgets

Daily Drive: Subaru STI

Dream Car: in my 20s Falcon Cobra, 30's Shelby Mustang, now a Cobra Daytona Coupe

First joined TCC: early 2000's

Involvement within the club: Pretty much competitor only, although do help Treasurer with the year-end accounts.

First Events: Manfeild Track day – didn't even make it on to track due to a faulty needle valve in the carb – first event actually competed in was a Mana Road Hillclimb

Best Moment in Motorsport: Completing Targa NZ on first attempt and winning Index of Performance Award

Worst Moment in Motorsport: Targa Rotorua – crashed day 1 and blew turbo on day 2



Brian Blackbourne Memorial Weekend Kirihaui Rd Hillclimb 06.04.19 - Results

Kirihaui Road Hill Climb Ranking after 7 run

Rank	Bib.	Name	Category	Time	Gap	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7
1	27	Sutton Graeme	A	1:10.444		1:13.228	1:11.532	1:10.444	1:12.443		
2	110	Milham Steve	F	1:15.463	5.019	1:16.362	1:15.463	1:16.152	1:16.282		
3	7	Hopewell John	C	1:16.088	5.644	1:17.248	1:18.039	1:20.009	1:17.150	1:16.088	
4	95	Giddy Karl	D	1:16.645	6.201	1:17.598	1:16.645				
5	100	Harry James	F	1:16.739	6.295	1:18.346	1:17.237	1:17.122	1:16.739	1:17.103	
6	78	Commerer Bruce	C	1:17.668	7.224	1:19.755	1:18.219	1:19.646		1:17.668	
7	21	Finnerty Keith	D	1:18.813	8.369	1:19.758	1:19.825	1:18.813	1:19.915	1:18.966	
8	36	Ganley Jason	C	1:20.127	9.683			1:25.781	1:21.486	1:20.127	
9	81	Harland Scott	A	1:21.658	11.214	1:23.408	1:23.341	1:22.897	1:22.556	1:21.658	
10	111	Short Robert	C	1:22.104	11.660	1:26.014	1:26.610		1:23.046	1:23.637	1:22.104
11	11	Bryce Sean	F	1:22.202	11.758	1:26.326	1:24.391	1:23.638	1:22.202	1:22.258	
12	1	Macey Phillip	D	1:22.513	12.069	1:24.719	1:22.513	1:22.836	1:23.200	1:22.972	1:24.461
13	513	Wadeson Georgia	D	1:35.679	25.235	1:37.229	1:36.480	1:36.829	1:36.863	1:35.679	



Brian Blackbourne Memorial Weekend Kirihau Rd Hillclimb 06.04.19 - Photos



Brian Blackbourne Memorial Weekend Kirihau Rd Hillclimb 06.04.19 - Photos



Brian Blackbourne Memorial Weekend Tarihi Rd Bent Sprint 07.04.19 - Results

Tariki Road Bent Sprint Ranking after 5 run

Rank	Bib.	Name	Category	Time	Gap	Run 1	Run 2	Run 3	Run 4	Run 5
1	100	Harry James	F	1:03.046		1:07.037	1:04.189	1:03.046	2:13.365	
2	95	Giddy Karl	D	1:03.451	0.405	1:11.043	1:05.595	1:03.451	1:04.140	
3	110	Milham Steve	F	1:03.756	0.710		1:05.477	1:03.756	1:12.267	
4	36	Ganley Jason	C	1:05.436	2.390	5:33.890	1:07.754	1:07.138	1:05.436	
5	7	Hopewell John	C	1:06.077	3.031	1:11.146	1:07.932	1:07.250	1:06.077	
6	21	Finnerty Keith	D	1:06.151	3.105	1:11.676	1:07.222	1:06.151	1:06.278	
7	11	Bryce Sean	F	1:06.858	3.812	1:10.192	1:08.292	1:06.858	1:07.943	
8	78	Commerer Bruce	C	1:07.817	4.771	1:12.372	1:10.443	1:07.817	1:12.892	14:32.232
9	111	Short Robert	C	1:09.087	6.041	1:14.755	1:10.364	1:10.363	1:09.087	
10	81	Harland Scott	A	1:10.521	7.475	1:13.115	1:11.905	1:10.749	1:10.521	
11	513	Wadeson Georgia	D	1:17.790	14.744	1:25.784	1:21.285	1:17.790		

Brian Blackbourne Memorial Weekend Overall Winners:

1st Steve Milham

2nd James Harry

3rd Karl Giddy



Brian Blackbourne Memorial Weekend Tarihi Rd Bent Sprint 07.04.19 - Photos



Brian Blackbourne Memorial Weekend

Tariki Rd Bent Sprint 07.04.19 - Photos



Driver Profile

Name: James Harry

Date of Birth: 05/07/73

Occupation: Mechanic

Current Race Car: Gen 2 Subaru Legacy

Previous Race Cars: Only Bikes

Daily Drive: STI Impreza / Legacy Turbo

Dream Car/s: Ford Sierra RS500

First joined TCC: 2016

Involvement within the club: Shamefully little
Editors note: James is now a Committee Member

First Events: De Hav

Best Moment in Motorsport: Not going into a lake
During a crash

Worst Moment in Motorsport: Running out of fuel





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Forward Head Restraints:

- We are about to order these previously known **HANS Devices** from Stand 21 of France.
(Instead of being branded as **Hans** they will be branded **Stand 21** and have **FIA Approval** which has **no Expiry Date**)



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Frequently asked questions...

Do I have to be a member of the Taranaki Car Club to compete?

No, you can participate in a maximum of two events in a one year period as a "Day Member" before it is required that you apply for a full membership. But, there is a cost to this, as at each event you must pay a TCC day member fee of \$10.00 plus a Motorsport NZ Day Licence Fee of \$35.00 – Temporary M Grade (fee current as at 1st October 2016) paid to the Motorsport NZ steward at the event plus the event entry fee. It would probably be cheaper to pay for an annual membership, which is currently \$70.00 for a single person or \$80.00 for a couple or \$90 for a family. A "Family" is defined as parents plus dependent children. Currently, an annual Motorsport NZ Clubsport licence (M Grade) costs \$77.00 (as at 1st October 2016).

How do I get a Motorsport NZ Licence?

Details can be found on the [Motorsport NZ website](#). The minimum licence required to compete in Clubsport events is an "M Grade" licence.

What sort of vehicle can I enter in events?

Standard or modified road cars can enter as well as purpose built race cars. The safety criteria set down by Motorsport NZ must be met for all of these vehicles. The club runs a number of classes based on cubic capacity (cc) so you compete against vehicles of similar engine size. When modifications are made to your vehicle, they must meet Motorsport NZ engineering standards and should be balanced. For example, an increase in power should be balanced with improvements in handling and braking.

What is the basic equipment a driver requires?

A competitor needs to have:

- A current Motorsport NZ licence (minimum of M Grade).
- A current Taranaki Car Club membership or current membership with a Motorsport NZ affiliated club
- A helmet meeting Motorsport NZ standards detailed in the latest [Motorsport NZ manual](#) – schedule A
- Overalls/Underwear that meet Schedule A depending on the type of event being entered.

What are the classes run by the Taranaki Car Club?

The Taranaki Car Club runs 5 classes:

- Class A : 0 - 1300 cc
- Class B : 1301 - 1600 cc
- Class C : 1601 - 3000 cc
- Class D : 3001 + cc.
- Class F : All 4WD

Frequently asked questions...

What are the roll cage requirements for a vehicle?

All roll cages must meet the engineering standards of Motorsport NZ and must be approved by Motorsport NZ (known as "homologation"). Note: Some imported Japanese vehicles fitted with "factory" roll cages do NOT meet Motorsport NZ standards so please check before you buy such a vehicle. If you are purchasing a vehicle already racing in NZ and fitted with a roll cage, check that the relevant roll cage homologation documents are attached to the vehicles log book.

What kind of vehicles cannot enter Taranaki Car Club events?

At present (2003) Motorsport NZ clubsport regulations prohibits the entry of:

- Quad bikes
- Motor bikes
- Speedway type vehicles
- Karts
- Convertible vehicles without approved roll protection. Vehicles that do not conform with schedules A or AA in the Motorsport NZ manual.

Is there prize money or prizes for events?

Certain events do attract sponsored prizes etc. The club also operates a points system for end-of-year trophies in each of the classes. There are also a number of other trophies awarded to non-competing or assisting members

If I don't want to compete, can I be an involved member of the Taranaki Car Club?

Of course! We regularly need help with flag marshals and crowd marshals at events, qualified first-aiders, assistance with event set-up and clear-up, timing officials (these people need to be computer literate!), scrutineers (people with mechanical background).

Scrutineers Tech Corner

By Kiley Jury

• Schedule A – Section 4.2 Frontal Head Restraints

(4) Where FHR's are used the following Safety Harness requirements shall apply:

(a) For Saloon cars and Open cars:

(i) Safety harnesses being either 5 strap, 6 strap or 4 strap bearing one of the following standards markings are mandatory:

- FIA 8853-2016
- FIA 8853/98
- SFI 16.1 or SFI 16.5
- FIA 8854/98

Note: *It is strongly recommended that either a 5 strap or 6 strap safety harness is used in conjunction with a FHR. A 4 strap safety harness is accepted but not recommended.*

(ii) Safety harness shoulder straps shall slope downwards from the shoulder to the anchorage point to create an angle of 0° to 20° . Shoulder strap length should be kept to a minimum (ideally 200mm – 400mm) and should converge to the attachment point.

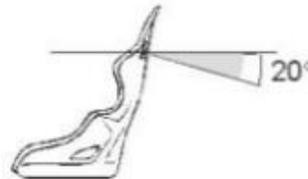
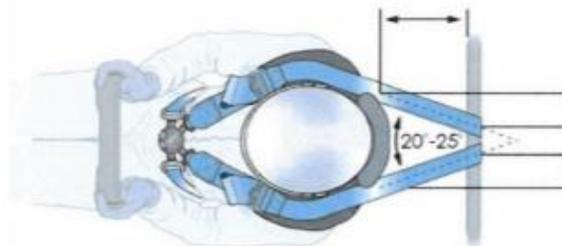


Diagram 4.2 - FHR Safety Harness Mounting Angles



(b) For Single Seater cars and Sports Racing cars:

(i) Safety harnesses being 6 strap bearing one of the following standards markings are mandatory:

- FIA 8853-2016
- FIA 8853/98
- SFI 16.1 or SFI 16.5

Scrutineers Tech Corner

By Kiley Jury

- (ii) Safety harness shoulder straps shall be installed at 0° to the horizontal with angles between of 0° to 10° downwards being acceptable.



- (5) Where FHR's are used the following Seat requirements shall apply:

- (a) For Saloon cars and Sports cars seats shall be:

- A competition seat compliant to FIA 8855-1999, or 8862-2009, or SFI 39.2, or SFI 39.1 is recommended, or
- A 'bucket style' replacement seat with fixed-back (non-adjustable rake), manufactured to a professional standard that incorporates a headrest and cushioned harness apertures is accepted but not recommended.

Note: Frontal Head Restraints are designed to work in combination with a range of occupant protection measures. It is strongly recommended that a FIA or SFI compliant seat is used.

- (b) For Single Seater cars and Sports Racing cars seats shall be:

- As homologated in the vehicle, or
- A 'bucket style' seat with fixed-back (non-adjustable rake), manufactured to a professional standard that incorporates a headrest and cushioned harness apertures.

- (6) **Inspection:** A Scrutineer may check Frontal Head Restraints at any time during an Event for condition and correct use.

Recommendations:

1. It is strongly recommended that occupants practice rapid evacuations from the car with full race equipment fitted to familiarise themselves, and
2. For occupants of Saloon/GT vehicles Frontal Head Restraints are most effective when used in combination with head restraint seats and driver nets.
3. When using any Frontal Head Restraint the mounting of the safety harness is critical. Shoulder straps should be 200mm to 400mm long.

Notes:

1. Compliant Frontal Head Restraints are recognised by the applicable standards label.
2. FIA Technical Lists may be accessed at www.fia.com, SFI Foundation Spec 38.1 Compliant Device Manufacturers may be accessed at www.sfi.foundation.com
3. An information guide for the use of HANS® and Hybrid devices is published by the FIA, a copy of which may be accessed at www.fia.com

Scrutineers Tech Corner

By Kiley Jury

- **Schedule A – Section 4.4 Safety Harnesses**

- (5) **Safety Harness Validity:** FIA standard harness manufactured after 01 January 2013 (expiry date of 2018 or later) must display the FIA holographic sticker integral with the standards label on one(1) of the shoulder straps. For these harnesses the lack of the holographic sticker will invalidate the harness.
- (7) **Anchorage:** The series production (existing) anchorage points may be used or new anchorage points created as follows. Straps shall not anchor directly to the seat, its frame / runners, or share fasteners with any other components:

Download your copy of the Motorsport Manual at the following:

<http://manual.motorsport.org.nz/>

Please ensure you are familiar with schedule A, and the requirements to ensure you comply.

Remember, when you complete your entry when entering an event, you are confirming you comply with Schedule A!



NOTE:

If you are or know of anyone planning on building a race/rally car, please contact a Motorsport NZ scrutineer or Motorsport NZ technical officer to discuss your build intentions to ensure that you will comply before you start on your build.

Driver Profile

Name: Sean Bryce

Date of Birth: 29.11.67

Occupation: Owner/Driver

Current Race Car: Nil. Just using my daily driver. Have 3 Race cars in various stages of build – Starlet, 260Z, & MK1 Escort

Previous Race Cars: Sunbeam Imp, Ford Escorts x 7, Starlets x 2, 260Z, Datsun 1200 x 2, & probably forgotten some

Daily Drive: Audi TT, Audit Q7

Dream Car: Either Lancia Stratos or Lancia 037

First joined TCC: 1998

Involvement within the club: Previous Committees & multiple rally organising committees

First Events: 85 Otaria Road hillclimb, Dannevirke

Best Moment in Motorsport: Any rally finish, 2011 Tarmac 10th OA in a KP Starlet, any Silverfern Rally – you cant beat a week of gravel roads.

Worst Moment in Motorsport: Not being able to get time off to do motorsport



STEE DJGN4U Tiromoana Rd Hillclimb

11.05.19 - Results

TIROMOANA ROAD 11th May 2019 - Results by Position

Position	Driver	Car	CC	Class	Practice	Off. 1	Off. 2	Off.3	Off.4	Fastest Time
1	Graeme Sutton	Jedi - MK6	0	G Sports&Rac	01:11.32	01:06.85	01:05.22	01:04.02	01:04.85	01:04.02
2	Stu Robertson	Toyota - Corolla	0	D 2000+	01:13.74	01:09.74	01:07.19	01:07.44	01:06.31	01:06.31
3	Steven Milham	Subaru - RS Legacy	0	E 4WD	01:09.97	01:08.13	01:06.72	DNF	DNF	01:06.72
4	Karl Giddy	Nissan - Silvia S15	0	D 2000+	01:21.09	01:14.40	01:12.09	01:10.26	01:07.52	01:07.52
5	Anthony Cuccurullo	Nissan - Silvia	0	D 2000+	01:22.02	01:14.85	01:12.43	01:10.22	01:09.38	01:09.38
6	Bruce Commerer	Ford - Escort Mk1	0	C 1601-2000	01:18.60	01:14.57	01:12.24	01:12.05	01:09.97	01:09.97
7	Sean Bryce	Audi - TT Quattro	0	E 4WD	01:17.49	01:11.91	01:11.18	01:10.58	01:10.91	01:10.58
8	Jason Ganley	BMW - 318i E30	0	D 2000+	01:19.38	01:16.10	01:13.48	01:11.17	DNF	01:11.17
9	Phillip Harrison	Nissan - Skyline	0	D 2000+	01:20.96	01:14.30	01:12.97	01:12.02	01:12.25	01:12.02
10	Hassan Dia	Honda - Integra	0	C 1601-2000	01:19.97	01:15.85	01:13.47	01:13.86	01:14.47	01:13.47
11	Scott Harland	Leyland - Mini	0	A O - 1300	01:17.91	01:15.17	01:14.24	01:13.91	01:14.67	01:13.91
12	Caprice Bouzaid	Subaru - Impreza RXI	2500	E 4WD	01:21.86	01:17.61	01:16.16	01:16.18	01:16.27	01:16.16
13	John Bouzaid	Mitsubishi - Starion	0	F Classic	01:17.16	01:19.84	31:12.48	DNF	DNF	01:19.84
14	Georgia Wadeson	Nissan - Silvia	0	D 2000+	01:36.40	01:31.54	01:26.25	01:22.62	DNF	01:22.62



STEE DJGN4U Tiromoana Rd Hillclimb

11.05.19 - Photos



STEE DJGN4U Tiromoana Rd Hillclimb

11.05.19 - Photos



STEE DIGN4U Ararata Rd Hillclimb

12.05.19 - Results

ARARATA 12TH MAY 2019 - Results by Position

Position	Driver	Car	CC	Class	Practice	Off. 1	Off. 2	Off. 3	Off. 4	Fastest Time
1	Graeme Sutton	Jedi - MK6	0	G Sports&Racing	02:57.19	01:58.08	02:03.65			01:58.08
2	Stu Robertson	Toyota - Corolla	0	D 2000+	02:09.26	02:05.47	02:03.09	02:03.52		02:03.09
3	Phillip Harrison	Nissan - Skyline	0	D 2000+	02:03.93	02:10.16	02:07.98	02:05.24		02:05.24
4	Sean Bryce	Audi - TT Quattro	0	E 4WD	02:10.75	02:10.70	02:09.14	02:05.68		02:05.68
5	David Hjorring	Nissan - Pulsar GTI	0	C 1601-2000	02:09.04	02:12.14	02:08.76	02:07.03		02:07.03
6	Bruce Commerer	Ford - Escort Mk1	0	C 1601-2000	02:09.60	02:13.05	02:07.99	02:08.42		02:07.99
7	Keith Finnerty	Nissan - 350Z	0	D 2000+	02:23.05	02:14.30	02:22.14	02:08.50		02:08.50
8	Scott Harland	Leyland - Mini	0	A 0 - 1300	02:10.48	02:10.96	02:08.63	02:10.04		02:08.63
9	Karl Giddy	Nissan - Silvia S15	0	D 2000+	02:01.88	02:18.18	02:12.99	02:09.15		02:09.15
10	Jason Ganley	BMW - 318i E30	0	D 2000+	02:10.85	02:20.41	02:10.14	02:12.80		02:10.14
11	Caprice Bouzaid	Subaru - Impreza RXI	2500	E 4WD	02:25.41	02:20.24	02:17.11	02:13.42		02:13.42
12	John Bouzaid	Citroen - BX19	0	F Classic	02:17.39	02:22.76	02:19.66			02:19.66
13	Georgia Wadeson	Nissan - Silvia	0	D 2000+	02:29.47	02:36.89	02:32.11	02:33.31		02:32.11

DIGN4U Double Hillclimb Weekend Overall Winners:

1st Graeme Sutton

2nd Stu Robertson

3rd Sean Bryce



STEE DJGN4U Ararata Rd Hillclimb

12.05.19 - Photos



STEE DJGN4U Ararata Rd Hillclimb

12.05.19 - Photos



The red mist By Drew Jeffrey

The Red Mist

Pulling up to a start line be it a street sprint or a hill climb will always get the juices flowing, but pulling up to your gridline, on a tarmac track with 20 or so like minded, focused racecar drivers just waiting on a knife edge for those big red squares to light up and go out or the NZ flag to drop, giving an adrenaline release like no other..... my heart races just thinking about it.

I've been asked to give my story about racing for the last couple of seasons with GTRNZ, sounds easy but not so much in practice, but I'll do my best.

It's Kiley Jury's fault, I was visiting in his workshop where his race car was residing at the time and discussing soon led to what it was built for, track racing, but not just any track racing, this was promoted by Kiley as the premiere, the ducks nuts of track racing with the fastest circuit cars in the country. All of which sounded a bit overwhelming and pie in the sky stuff to me but Kiley kept on encouraging me and suggesting what it would take to make the step up. Of course I would look at my little 1990 Honda CRX with all of its 87kw and think "yer right, there's a Tui add".



But in reality the seed was planted, google searches ensued, parts would appear and dollars would disappear until the little ZC1600 DOHC became turbocharged, boasting a respectable 147kw and with some second hand slicks thanks to Gavin Cox I was on my way for the first round at Taupo with GTRNZ for the new 2017/18 race season. With a very tight budget it meant my van wasn't just transport but workshop and accommodation also. The club BBQ held on the Saturday arvo after racing gave opportunity to meet the other drivers and crews, hear tall stories and gain some well need advice over a few bourbons and beers, prize giving for the previous round was also traditional and the introduction of the pink helmet award for whoever made the biggest stuff up was a reminder that at the end of the day it's all in good fun.

My first season didn't see many competitors in GT4 and I was often was awarded a trophy, well actually, all the rounds, pending Keith the club president remembering that there is a GT4 class when it came time for prize giving and not forgetting to award the GT4 trophy's. By the end of the season it became a bit of a thing and fun had of it. The real result though was that the points kept stacking up and before I knew it I was on top of the leader board for the whole club, this is when focus changed, not just to race but to last, last the whole season and finish with some respectable times, come prize giving time the proof was in the pudding and I proudly received several awards including overall point champion, class champion GT4 and rookie of the year.



The red mist By Drew Jeffrey

The following off season brought a new challenge, AWD, not something that common with a Honda and certainly not with a CRX, but none the less that was the goal along with some more power thanks to a bigger better new Garrett turbo with custom made manifold via yours truly and some other upgrades like individual coil to plug.

In my head it was simple, Kiley even boasted “can be done in a weekend” hahahaha, I still laugh about that. Reality was months of work, recording original suspension geometry, cutting out floors and subframes, fabricating new mounts and fitting, removing, adjusting and then re fitting the orthia rear subframe and drive assembly, new exhaust to make room for the drive shaft and the list goes on. Taking the finish product down to whom I call “Magic Mike” Ekdahl at DTS Performance for a follow up Dyno tune with the new set up gave hope we were on the right path with a power increase to 195kw on 14lbs boost. So with a the emptying of my pockets and picking the last few hundred dollars left in the racecar kitty for a set of brand new slicks preparations were made for the start of the new 2018/19 race season.

Season two saw us return back where we left off at the end of the previous season at Pukekohe but this time we had the full back straight, no kink, super fast!!! Legends were made with Glen Smith from GT1 breaking the track record several times before breaking his car. I also got to go faster than I ever had in my now AWD CRX with a top speed estimate of 220-230kph at 7300rpm down the back straight.



An epic rush to say the least and now renders Pukekohe as my favourite racetrack. The following round at Hampton Downs also had its share of thrills with qualifying in the wet gave me a grid position in 4th for race one now with the track dried out at the front of the pack with what was nicknamed the Layne and Shane show, the top two drivers in GT3 in front of me in there V8 mustang and falcon respectively. When the lights went out I dropped the preverbal hammer and found myself splitting hairs and charging forward between the Layne and Shane show and led the way into turn one, but that’s where it all went wrong, cold tyres and probably a little lack of experience saw me spin out through turn one and while it looked like a complete mess everyone tied up in it seem to come through unscathed and continued including myself whom ended up at the back of the pack until I realised the car was ok and started clawing my way back.

The red mist By Drew Jeffrey

Most of the season was testing and checking with a niggly overheating issue rearing it's ugly head and cause a few headaches but that aside, entering the last round I was back at the top of the points leader board for class and overall with a series of little mods through the season I thought I had the overheat issue solved, alas I was very mistaken and resulted in my first DNF (did not finish) in race two, still trying different correction to solve the issue found me full noise for about seven or eight laps to then crawl home for the last few to get across the finish line for points. Oh well, that's racing I guess and while the AWD system is proving its worth we have been working over the off season to make changes to hopefully solve the overheat issue once and for all.

The GTRNZ Prize giving was held last weekend in Taupo on its 10th anniversary and once again managed to come home with a small collection of trophies with 2nd in GT4 and 2nd overall for the club to add to the cabinet. Preparation are underway for the next race season due to kick off in November and should allow time for testing at some track days to make sure we are ticking the boxes.

So yer, I guess that's the short and skinny of it, thanks to social media the car itself now has a growing number of followers from around the world but mainly here, Australia the USA with constant question on how I did it etc which I'm open to. As far as we can tell it's the only one like it in the country so pretty proud of that and what we have achieved with it in a short time. I just hope I can keep up my end of the bargain and have it perform well, guess we will have to wait and see.

Fuck Cancer, go hard and live your dream!

Cheers, Drew Jeffrey.



Knox Petrolheads and their cunning plan to go motor racing.

Apart from a passion for Leyland P76's and all that having a passion for a car that it involves, (you know what I mean – lack of money, greasy fingernails, oil stains in the carpet, and a very understanding wife in my case) I attend Knox Church in Waitara. There we have a group called Knox Petrolheads, and it is open to anyone who has an interest in things automotive. We are an informal group ranging from teenagers to close to Gold Card age and have anywhere from 2 to 10 of us participating at any one event. Over the years we have done timing for the club on the National Rally Series, helped at TCC events, attended race meetings at Hampton Downs and every year we go to the CRC Speedshow to look and drool over the vehicles there.

Some of us want to do more than just look and help, we want to drive and compete in motorsport events. However this can be an issue when you are younger, newly married, or married with a few children. So we have been talking and considering over the last 2 years (good ideas take time to come to fruition) what it would take for the keen ones amongst us to compete without breaking the bank? And we have come up with a cunning plan.

Those of us that want to compete in motorsport, mainly club events, and maybe some circuit events (winter series maybe?) will buy a car between us. This car will be owned by the group and will be available for use by those that contribute to buying it. We have looked at the options of either buying a car and preparing it ourselves, or buying a car from somewhere like Trade Me that is already prepared and ready to go. After due consideration an executive decision was made that we would buy a car ready to go, as that was cheapest and easiest.

Next step is to raise the finance to purchase said car, and to start considering what safety gear we need for ourselves. So an account has been set up with our local Taranaki bank and an email has been sent to those who would like to contribute with details. The plan is that we all put in \$30 per week and once the fund has reached the required level we buy a car. We keep putting the money in after we have bought the car as this will be used for things such as tyres etc.

Another consideration is driver safety gear – race suits, helmets etc. Do we want to share some things, such as overalls or helmets, and wear our own garments underneath, or all of us have our own gear. This is not a concern for me, as I already have most of it through racing the P76. At this point we have not decided what we will do.

For this plan to succeed we need at least 5 or 6 of us to contribute. To date I have 3 firm commitments with another 3 possibles. However the only money in the account so far is the \$30 that I put in to open the bank account.

Update to follow in the next edition of Wheelspin.

Andrew Larsen

Prizegiving – 2018/2019 season



CONGRATULATIONS TO ALL OF THE FOLLOWING:



**Overall Points Champion
Karl Giddy**

**2nd Overall Points Champion
Graeme Sutton**

**3rd Overall Points Champion
Scott Harland**



**Top 10 Champion
Graeme Sutton**

**2nd Top 10 Champion
Karl Giddy**

**3rd Top 10 Champion
Steve Milham**



Prizegiving – 2018/2019 season

**Secretary's Choice
Georgia Wadeson**



**Hard Luck Award
Grant Waldron**



**Best Presented
Bruce Commerer**



**Best Restored Vehicle
Phil Macey**



**Stonnel Cup – Clubmans points
Graeme Sutton**



**Wannabe
Connor Smith**



**Most enthusiastic new member
Georgia Wadeson**



**Stirrer of the Year
Steve Milham**



**Don Blackbourne Person of the
year – Graeme Sutton**



Prizegiving – 2018/2019 season

Brian Blackbourne Memorial Speed weekend Champion – Steve Milham



Street Sprint series champion Steve Milham



Autocity De Hav & Paritutu Champion – Graeme Sutton



Plumbtech Hilclimb Series Champion Graeme Sutton



Ladies Speed Trophy Georgia Wadson



**Trials Trophies – Kary Giddy & Amy Shotter
Tobeck ladies Trial Navigator, Navigator Premiere Car Trial Champions, Wynn Steard Trophy Best Timekeeper**



Prizegiving – 2018/2019 season

1st Class F
Steve Milham



2nd Class F
Dave Geraghty



3rd Class F
John Rae



1st Class D
Karl Giddy



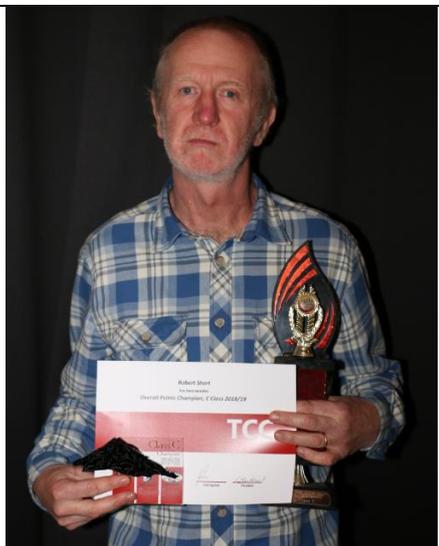
2nd Class D
Georgia Wadeson



3rd Class D
Shay Burkhart



1st Class C
Robert Short



2nd Class C
Jason Ganley



3rd Class C
Bruce Commerer



Prizegiving – 2018/2019 season

**1st Class A
Graeme Sutton**

**2nd Class A
Scott Harland**



**Outstanding Contribution to the Club
Kiley Jury - Scrutineering**

**Outstanding Contribution to the Club
Emah Tippett – Event Planning**

**Outstanding Contribution to the Club
Amy Shotter – Event Planning**



**Outstanding Contribution to the Club
Eifion Williams – Helping at Events**

**Outstanding Contribution to the Club
Stacey Jeffrey - Photography**

**Outstanding Contribution to the Club
Andrew Larsen – Event Planning**



The adventure of the wee mini taking on the gravel By Scott Harland

This is my story of my adventure in The Engine Room Automotive Gravel Sprint Series. I hope you enjoy reading this as much as I did competing in it.

So it all actually starts back late in 2018 after a bit of persuading I decide to get a gravel set up for the mini. I had thought about it for a while but had never gone ahead with it but now I was just going to do it

I got online and ordered up the under body protection, sump guard and then the first set of tyres. Later on I ordered the second set of tyres and rims. Both sets of tyres I had to get via the UK as no one had 10" gravel tyres in New Zealand oddly enough. Over Christmas and new year I got to work and got everything set up and sorted and then I started to look and see what event I should do and be the first one and that's when I came across The Engine Room Automotive gravel series. So I entered the first round which was Pahaheke Road on the 16th February and then the waiting began till race day



First Round 16th February Pahaheke Road

This round was run by the Dannevirke Car Club and was to run a 5km rallysprint meaning co drivers were needed. I persuaded my dad to come along and be my co driver for the day and it would also be the first time he had ever come in the mini at a race event as well. The day came and it was early start we hit the road. When we got there it was an overcast day but the rain stayed away. There was a good turn out with a field of 26 cars so I got unloaded and got the signing in, car checked then drivers briefing and was ready to go.

This was the first time I have been nervous before a race event for two reasons, first time on gravel not know what to expect and having my dad in the passenger seat for the first time. But I got on with it and we did the drive through and oh my was it dusty. The course was fast and straight at the start then to a tightish down hill part over a bridge then followed with another fast section then in to a tight flowing part to the finish. Was a real challenging bit of road for my first gravel event. Out I went for my practice run just taking it slowly to get the feel for how it would handle the gravel. Luckily for me I was near the end of the second group so the road had gotten a bit swept for me. I made it to the end which was good. Got back to pits gave it a once over and was ready for the first of 3 timed runs. The first run went good pushed a bit more on the straights and a little bit in the corners. It was a good run.

Back in the pits I dropped the tyre pressure a bit and when back out for the second run. I pushed more on the straights and the down hill part a little bit. It was all going well I was happy with the run till the second to last corner which was a right then a left to the finish line I came in to it a little bit too fast and the back end came around and banged the rear end, whacked the bank Ohh Noo I thought! I still managed to drive out and set a time which would still be my fastest run of the day.



The adventure of the wee mini taking on the gravel By Scott Harland

I drove to the turn around area and my dad said (I will let you look at it first) we were expecting some body damage or the rear wheel fallen off or something like that. So out I got and checked it out and no body damage which was good so drove it back to pits and jacked it up and found that the shock was bent badly and all so a couple more suspension parts bent also but it was all still together but the tyre had gotten some dirt in the bead and was leaking so swapped over the rears to my spare tyres and when back out and did the final run just taking it easy to get through the day. After all that I still got 1st in class for the day.

This was a real good learning day to see what the mini would be like on the gravel and I was happy with how it went even with the bent parts. So it was off back home to replace the bent parts with new bits and get ready for the next round

2nd Round 10th March Pohokura Road

This round was run by Hawkes bay car club and was ran as just a sprint of around about 5km also way out in the back country between Taupo and Napier

Of course it had to be on the day after I was in Auckland for a concert. So up early (like 3am early) and drove from Auckland all the way down to get there in time. Meet up with Caprice Bouzaid in Taupo who had also completed the first round and would also complete the rest of the series with me also which was great to have someone I knew at the rounds but I was also meeting new people along the way which was great.

So I finally made it all the way out in the country a long way from anywhere really. It wasn't raining while I unloaded but it would soon come and be wet all day.

This time the entry numbers were down a bit with only 13 coming out to play on which turn out to be an awesome bit of road that started off with a fast section at the bottom to a hairpin turn then up a steep climb up to the top to a narrow section that then opened up to a real nice flowing section all the way to the finish with a couple of tarmac section in there for good measure.

So straight in to it, practice done without any issue and then to the first timed run. The mini handled it well despite the big long climb from the start to the hairpin which it could have done with more power but don't we all want some more power sometimes. The 2nd and 3rd runs went great and I was able to push a bit more now and was slowly getting more used to the different driving style that gravel demanded but I was loving it I was getting hooked and couldn't wait to the next round but first the big job of cleaning had to take place and boy was the wee mini dirty from this round. So I ended up 1st in class again for this round also so points were looking good.

3rd Round 28 April Pattison Road

This was another event ran but the great team of the Hawkes Bay Car club once again. It was also ran as a sprint as was similar in length to the first two rounds. So this time I travelled over in convoy with Caprice the day before so to be well rested before the day of racing. Got there in the morning and again it was looking like it could rain but this time it did not happen and the road stayed nice and dry for the day but was damp enough underneath to keep the dust down. The course this time was a good mix of tight corners and some fast open corners and straights and then tight again near the finish but a nice road that I enjoyed.

The entry's this time was up to 27 so a good size field that was split into two. First up got practice done and then in to it. I would always use the practice run as a extra run to get more and more used to the handling change on the gravel and i was feeling more comfortable with each run.



The adventure of the wee mini taking on the gravel By Scott Harland

1st run went without problem just finding out where I could go faster in the next two runs and there was plenty of places where I could. So in the next two runs I did just that, pushed it a bit more every time. Only having one moment in the last run when the back end nearly came around on me but I just managed to keep it under control and carry on. All in all it was a great event and a awesome bit of road that was so much fun and I cant wait to get back to it and to get faster in some of the bits I was still backing off on Finished this event in 2nd in class

The Final round 15th June Tararua Road

For the final run we were back down south with Tararua Road that was ran by Dannevirke Car club. It was ran as a sprint and was 4.9km long with around 54 corner. It was looking like it would be an awesome bit off road and it sure didn't disappoint one bit. This time I drove down the morning of the event and got unloaded in the cold damp early morning but luckily the rain stayed away. This round had the most entry's with a huge field of about 45ish. The road had was pretty thick with gravel in places but it was soon swept nicely after 40+ cars had done a drive though and back. The road started out tight then went on to a narrow fast section which opened up to a long straight in to a fast section then it got tighter from there till the end which suited the mini well and I loved it. I could have done another 5 more runs it was that good!

So from the practice run to the last run I got faster each time. By just being able to brake later here or carry more speed there. This event was the first time I really felt confident pushing on the gravel and I was having a blast. So much so I had to go ask if I could have an extra untimed run because it was so much fun. Which they said yeah sure just line up at the end of this group which I quickly did and managed to give Caprice a ride in the mini on gravel for the first time since every round off the series we had been in the same group So for the day I finished up in 2nd in class! After we had all loaded up it was time for the prizegiving, which was a great get together of all the competitors and officials.

In the end I came away with the following awards for the series :

1st in Class A

1st in the Rookie class

3rd overall the whole series

I never thought when entering the first round and then the whole series that I would place anywhere let alone in the top 3 overall I was blown away! As this was only my first 4 ever events on the gravel I was well happy with the results and have loved how everyone had enjoyed the seeing the mini out on the gravel I have gotten so many nice comments.

Thanks everyone



So all in all what I can say is that I am well hooked on gravel now and look forward to doing the series again next year but in the meantime will get out to a few more gravel events

I would like to thank Caprice and John Bouzaid for getting me in to gravel in the first place. and Caprice and Phillip for coming out to all the rounds with me giving me a hand and being good company and well done for taking out 3rd in open 4wd and for 2nd in the rookie class.

The adventure of the wee mini taking on the gravel By Scott Harland

Also thanks to all the other competitors, co-drivers, officials, marshals, photographers, Sponsors and everyone else involved in make the series what it is. I've meet some great people though gravel and that is what make the events so great and enjoyable.

Lastly I need to thank my sponsor that came on board before the last round. Elite Kitchens. A huge Thanks to Sean and Fay Rice for coming on board and supporting my racing.

So until next time. I will catch you out there either be it on the tarmac or the gravel but you know where you will most likely find me now

Cheers
Scott Harland

PS you can find all on board videos of each all the rounds of the series on my YouTube channel which is miniscooter



Photo's courtesy of Scott Harland, Jeff Wells, and Darren & William Brothwell

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Club Apparel

To order your Club apparel go to:

<https://www.taranakicarclub.org.nz/club-apparel/>



FRONT LOGO



BACK LOGO

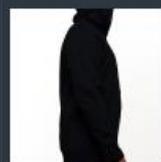
TCC_Male Black Zip up hoody



front



back



side

TCC_Female Black Zip up hoody



Front



Back

Club Apparel

TCC_Male Black Tee



front



back

TCC_Male White Tee



front



back



[TCC_Male Black Zip up hoody](#)

\$61.44 NZD*



[TCC_Male Black Tee](#)

\$36.69 NZD*



[TCC_Female Black Zip up hoody](#)

\$50.54 NZD*



[TCC_Male White Tee](#)

\$36.69 NZD*

Club Stickers



Taranaki Car Club Stickers

150cm Dia stickers

\$5 each



TARANAKI CAR CLUB WINDOW BANNER - \$30 EACH



Contact Larni to get your TCC Stickers

Club Membership



MEMBERSHIP APPLICATION 2019

1 February 2019 to 31 January 2020

New

Renewal

(Please tick one)

Surname: _____ Membership Number: _____

First Names: _____

Address: _____

_____ Post Code: _____

Date of Birth: _____ Contact Phone #: _____

Email: _____

For NEW members only – please indicate a proposer and seconder (must be current TCC members)

Proposer's Name: _____ Signature: _____

Seconder's Name: _____ Signature: _____

Membership Type

Single \$70

\$40 From October 1 (single only)

Double \$80

One competing member only

Family \$90

One competing member only

Competition Number

Preferred Car/Race Number: _____

Second choice: _____

Third choice: _____

Payment (Please circle)

Direct Credit

Cheque

Cash

For Direct Credit: Use your Surname and membership number as reference. Pay to account: 15-3942-0004244-00

NOTE: Annual membership is valid from 1 February to 31 January of the following year.
Renewals must be paid prior to 1 the February 1 each year to retain voting or competing rights.

I/we hereby apply for membership of the Taranaki Car Club Inc. I/we have attached payment in anticipation of my/our membership application being accepted.

I/WE AGREE TO ABIDE BY THE CLUB CONSTITUTION AND RULES.

I/we hereby give consent to my/our name, address, contact phone number(s) and other information forming part of my/our membership details to be held by the TARANAKI CAR CLUB INC and to be used for the club's objectives. I/We acknowledge my/our rights to access correction of the information. This consent is given in accordance with the Privacy Act 1993.

APPLICANTS SIGNATURE _____

Date: _____

Send to: Membership, Taranaki Car Club inc, PO Box 704, New Plymouth 4340
or email to: membership@taranakicarclub.org.nz

<https://www.taranakicarclub.org.nz/membership/>

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