



## NZTCA NEWSLETTER IS BACK!

The purpose of the New Zealand Touring Car Association Newsletter is to provide a means of communication between the Association and its members. But the newsletter cannot be a one way passive street. In casual conversation with teams its obvious that you have many concerns regarding everything from technical regulations and race format to the inclusion of other classes into 2.0 litre races.

Copies of these newsletters will be circulated more widely than our Association. You are invited to write to the Editor and have these concerns published so that you can make others aware of these problems. Communication between our Association and the sports governing body is also poor. It would be to the benefit of everyone if this could be improved and understanding problems is the first step.

The adoption of new 2.0 litre rules prior to the commencement of this season is an example of when the TCANZ should have been working closely with Motorsport New Zealand to create a set of rules that made sense to those in the class. Ratification of rule changes by our Association would seem to be a reasonable part of this process. Apart from a hurriedly organised initial discussion with the Motorsport technical committee to ascertain what changes they were contemplating, there was no further communication to the TCANZ regarding rule changes - despite enquires. The outcome of these regulatory changes was not generally known until notification appeared as a news item in the Motorsport New Zealand's Newsletter.

It is imperative that the Association rather than individuals make representation to the governing body if your Association is to work effectively. If you want the Association to be effective you must use it.

### TIME TO RENEW YOUR MEMBERSHIP

Its time to renew your NZTCA Membership. A form is included with this issue of the Newsletter. Return it a.s.ap.

### BUMPER STICKERS

Included in this issue of the Newsletter are bumper stickers to promote our Championship. There are more available so just let the secretary know if you want some more - the more the better!

### SURVEY RESULTS

From time to time the New Zealand Touring Car Website [www.nztouringcars.co.nz] organises surveys to gauge the opinion of its readers on various topics. With all of the controversy over the technical regulations governing the 2.0 class the question was asked:

Should the FIA Super Production Rules be Adopted for the New Zealand Touring Car Championship?

#### Results

Yes	82%	
No	18%	

### LARGE FIELD - NEW CARS!

The appearance of another factory backed team and the introduction of new models into New Zealand's premiere circuit racing class is further proof of the confidence drivers, teams and sponsors have in the 2.0 litre Touring Car format.

Last years racing was fast and furious. This year new levels of performance are being set and the pace doesn't look like slowing down. Several teams have reportedly been testing to refine the performance of their cars.

The straight line speed of Pukekohe will be replaced with Taupo's curves. Will the Altezza's maintain their grip or will BMW and Nissan make a comeback?

## MotorRace New Zealand National 2.0 litre Championship Dates

Pukekohe	9th - 11th November 2001
Taupo	29th - 30th December 2001
Timaru	12th -13th January 2002
Pukekohe	19th - 20th January 2002
Manfield	2nd - 3rd February 2002
Manfield	13th - 14th April 2002

## Wynns 2001/02 National 2.0 litre Championship Points

1	Barrie Thomlinson	Auckland	112
2	Aaron Harris	Paraparaumu	74
3	Phil Hellebrekers	Auckland	66
4	John McIntyre	Auckland	60
5	Kevin Bell	Auckland	58
6	Tony Oliver	Porirua City	58
7	Rhys McKay	Auckland	47
8	Bruce Miles	Christchurch	40
9	Matthew Farmer	Manukau City	36
10	Mike Eady	Auckland	35
11	Ed Lamont	Auckland	34
12	Ted Jarvis	Auckland	30
13	Peter Millener	Auckland	29
14	Wayne Moore	Australia	28
15	Tony Rutherford	Auckland	26
16	Owen Evans	Auckland	9
17	Grant Aitken	Queenstown	2
18	Mark Lorenzen	Pukekohe	1

[After Round 1 of 6 Rounds]

Don't worry if you can't work out how the numbers at up - Sometimes the editor is at a loss too!

### Website addresses

FIA

[www.fia.com](http://www.fia.com)

Motor Race New Zealand

[www.motorsport.org.nz/mrnz/](http://www.motorsport.org.nz/mrnz/)

Motorsport New Zealand

[www.motorsport.org.nz](http://www.motorsport.org.nz)

New Zealand Touring Car Website

[www.nztouringcars.co.nz](http://www.nztouringcars.co.nz)

Team Kiwi Racing

[www.teamkiwiracing.co.nz/](http://www.teamkiwiracing.co.nz/)

Toyota New Zealand Motorsport

[www.toyota.co.nz/InsideToyota/A85000E9500uw700I3/1](http://www.toyota.co.nz/InsideToyota/A85000E9500uw700I3/1)

## In Brief...

### SILVERSTONE GETS THE GREEN LIGHT

The 2002 British Grand Prix at Silverstone has been given the green light despite concerns about traffic problems. The FIA had threatened to take the race away from Silverstone after bad weather and heavy traffic caused parking chaos and congestion at the Northamptonshire circuit last year, leaving race fans and Formula One personnel in an uproar. However, plans to spend 40 million pounds, starting with 10.6 million pounds before next year's race on transport infrastructure has helped convince the FIA they should allow the race to be staged.

### BURNS FREE TO JOIN PEUGEOT

According to reports in the British national paper, The Guardian, recently crowned World Rally Champion Richard Burns will be free to drive for Peugeot next season. The Englishman had been involved in the midst of a legal battle between Peugeot, whom he has signed with for 2002, and Subaru, the team he won the championship title with this past season. Details of the settlement are unknown and are likely to remain that way.

### TOP KIWI DRIVER JOINS AUSTRALIAN V8 SERIES

Multiple New Zealand champion Ashley Stichbury has secured a drive in Australia's Konica Series for V8 Supercars in 2002 and also in the prestigious 1000km endurance race at Bathurst.

The 30-year-old Aucklander will contest the five-round Konica series for the Gold Coast-based Paul Morris Motorsport team in a Holden Commodore VT.

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