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TRIPLE GO
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Well in some respects it almost seems as if we're already in the wind-down part of the season, but that's only because a couple of the feature events here at the MORE FM Woodford Glen Speedway were staged a little earlier in the season than is the norm. There's still plenty more to come.

Local drivers have generated a stunning results sheet over the past two or three weekends, starting with Malcolm Ngatai's win in the Ampro Tools New Zealand Superstock here at Woodford Glen. The 1NZ Superstock had a couple of NZ-digit mates within the week, Simon Bland achieving the same ranking in the Streetstock division, their New Zealand title being staged at Blenheim's Eastern States speedway, while Dennis Bolt collected the 3NZ down at Cromwell among a top field of Super Saloons. But more was to come. Richie Taylor, who if he hadn't of had bad luck in Cromwell would have had no luck at all, rebounded and won the Super Saloon Hoopla three nights later, then Ngatai staged a remarkable recovery from a heat 1 spin to finish third in the World 240's Superstock title in Rotorua (see report inside). This was won by recent Woodford Glen visitor, UK driver Frankie Wainman Junior.

Tonight sees the Super Saloon division as the feature class again, with another round of the Woodford Glen Series. With Christchurch hosting consistently the best Super Saloon racing action in the country, it's a not to be missed show. Will the BRT juggernaut be able to head off Richie Taylor tonight?

Christchurch drivers will be well represented on the championship trail in the North Island over the coming weekends too, firstly with the New Zealand Stockcar Championship at Wellington's Te Marua speedway tonight (qualifying was last night). Sunday evening sees another International Superstock feature, with the Global Challenge being staged at Palmerston North, while next weekend is the New Zealand Modified Championship at Stratford. Then it's the teams, and with the South Island's dominance of Superstock racing to date this summer many will be hoping for a South Island victory there that weekend. Locals will wish for the Glen Eagles to do it, obviously, but even the arch enemy in the form of the Nelson Tigers would be more desirable than another Panther victory - wouldn't it? The draw for that meeting will be done live on the TV1 motorsport show this Sunday afternoon.

And don't forget the rest of our season either, including the Battle of the Stocks (Superstocks) and the South Island Stockcar Championship. Both will be extremely competitive competitions, and certainly a weekend not to be missed. Yes, MORE FM Woodford Glen has scheduled these two great stand-alone events together, meaning those that love the contact aspect of speedway will have nowhere else they'd rather be on Friday night, March 20th and Saturday night March 21st. The final round of the Woodford Glen Super Saloon series is also on the second night.

This is the season of 2008/2009. Welcome, and enjoy.

Barry Brown, Editor, Triple Go!!!

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With the New Zealand Superstocks now behind us, our attention shifts to the next major Superstock meeting that Woodford Glen will be hosting – the 16th Annual Battle of the Stocks on the 20th and 21st of March. This meeting is much looked forward to as it is the one meeting that guarantees fast and aggressive racing between 30 top Superstocks at the Glen every season and it never fails to disappoint.

Over the years the profile of this event has grown and grown to the point where now more North Island cars want to come than there are spaces available and a reason why this event was increased to 32 cars last year. Will we see this grow even more this year? I guess time will tell as there are still a number of big meetings to come in the North Island with the Superstock Teams Champs in Palmerston North and the Teams Nationals in Auckland to be run before the Battle of the Stocks. This will test the drivers and their cars reliability, as last weekend in Rotorua at the World 240 Invitation Championship we saw Roydon Collingwood get knocked unconscious and suffer a broken collarbone and broken hand putting him out of action for a couple of months. This could happen to any of the drivers wanting to come or to any of those who enter then suffer the same fate as Roydon, especially as the Teams Nationals are again the week before the Battle of the Stocks.

The event sees visiting drivers invited to be paired up with a local Woodford Glen driver who is drawn at random to race in 8 heats over the two nights. 6 of the heats see the pairs racing for points, with the other two heats being shoot-out races. The shootout races see one of the pair race to determine their grid position for the first heat, with the other shoot-out is for the for the other half of the pairing who did not race in the first shoot-out to determine the grid positions for the sixth and final heat on the final night. The first shoot-out carries points towards towards each pairs total, with the second shoot-out on the first night carrying double points for the pairs total. This has the effect of increasing the intensity of the racing as the drivers push that much harder for points and with only half the field on the track the cars that flourish on the longer straights at Woodford Glen usually get the greater benefit from the fast racing surface provided.

This event usually attracts the reigning top 3 place getters at the New Zealand Superstock Championships, along with perennial attendees like 515R Stan Hickey who won this even last year with local driver Darrin Cox. Another regular to this event is Garry Ellis who is a born and bred Cantabrian who now resides in Auckland. Garry has participated in all 15 Battle of the Stocks and enjoys returning to the track as often as he can. We can also expect visitors from Nelson with many of their drivers participating in the past, including Dale Ewers who won this event back in 2006 with Andrew Good.

Palmerston North drivers have been regulars to this event, bringing a big presence to the racing. They have been at the forefront of the Battle of the Stocks with at least five attending the last few events where they enjoy testing their cars against the best South Island cars. Many of the cars having won major titles all over New Zealand, with redemption no doubt on their minds after the New Zealand Championship earlier this month. The other participating drivers will want this trend to continue

and with some top machinery in the South Island at the moment there is no shortage of confidence and ability to see this happen.

By Blair Archer

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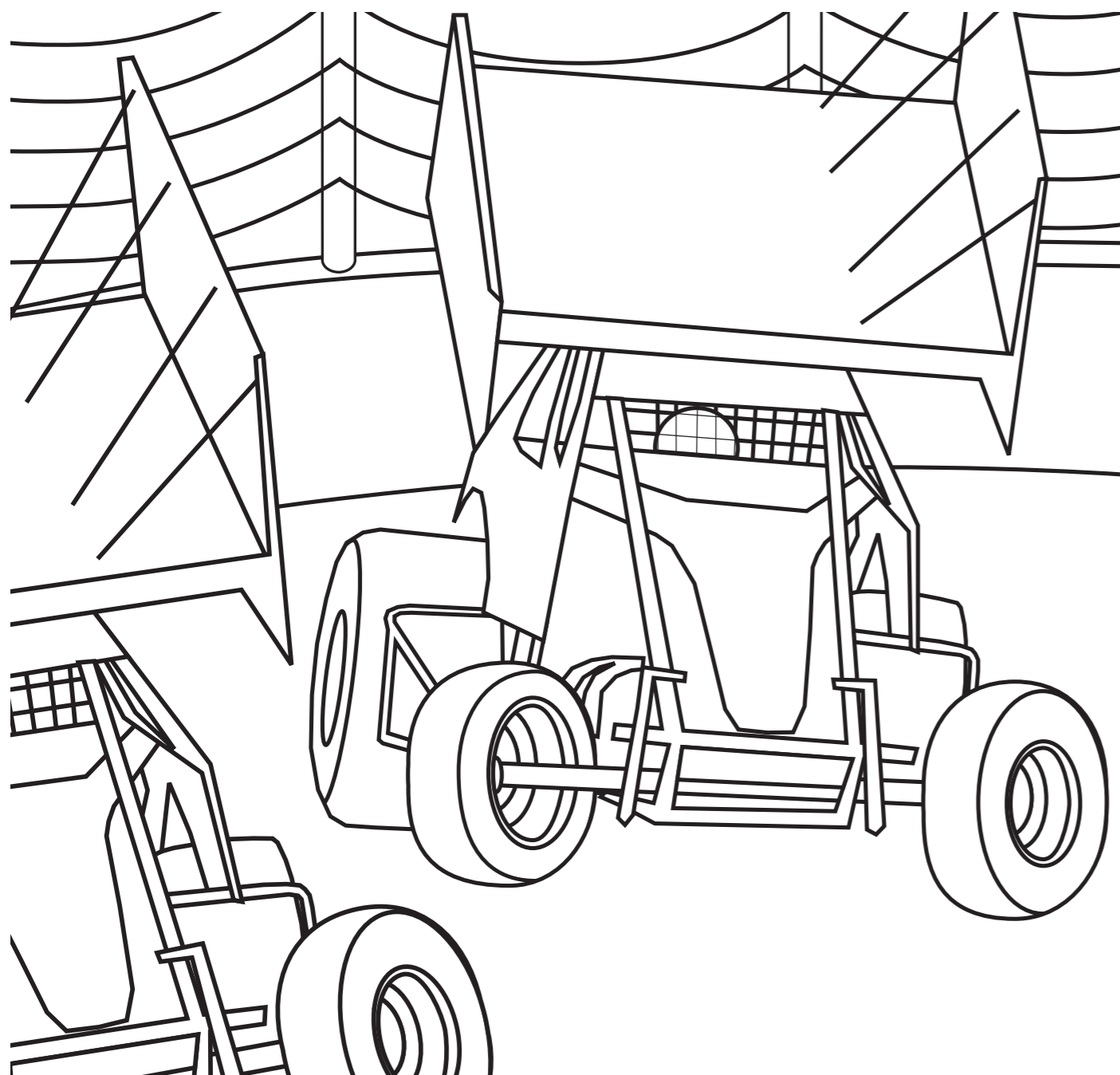
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Well the World 240 Superstock title at the Hose Direct Rotorua Speedway, more commonly known as Paradise Valley, certainly turned out to be something very special indeed last weekend. South Island representation dropped from an original eight entries with the withdrawal of four drivers, including Jason Smith, Shane Carey and Brett Nicholls, but the late inclusion of #3nz Brendan Higgins took the final number back to five. And what a five-some they were, the other four being #1nz Malcolm Ngatai, #2nz Dale Ewers, #16c Mark Osborne and #492c Campbell McManaway. The overseas contingent also numbered five, and included former two-time titleholder, and recent Woodford Glen visitor, Frankie Wainman Junior from the United Kingdom.

McManaway had no luck at all once more, remembering that he finished up on his lid in the repechage this time last year. Knowing what a huge task the World 240's are, he and his crew did plenty of preventative maintenance on the car, including the installation of a brand new clutch and gearbox. Heat 1 saw the 492c down the back of the grid (off 23 of 23), the green flag dropped and the field took off – all except Campbell McManaway. Clutch failure on the line wiped the seemingly permanent smile off the face of the Bluff racer, and he was behind the 8 ball for the rest of the weekend. Sadly, Campbell was the only South Islander not to qualify, although he showed plenty of pace when second to Osborne in his final qualifying race. He started too far back in the repechage to be a factor.

Ewers and Higgins tangled on the first corner of the first heat of the finals, realistically eliminating them both from podium contention, but Ewers in particular had starred during qualifying and actually finished first equal in his group (with Kev Smith 64p). His 1st, 4th and 7th was certainly better than Higgins 5th, 11th and 8th, but the #3nz driver still edged through okay as 6th in his group. On night 2 Ewers was 17th from grid 17, realistically night over, but a heat 2 second followed by a 6th place from grid 19 left the current #2nz 6th equal for the weekend. Higgins DNF'd the first, a 6th and a 14th leaving him 15th overall.

The two Christchurch drivers in the field fared much better, Malcolm Ngatai putting the #1nz on the podium in third place overall, Mark Osborne (#16c) finishing just one place further back 4th equal (with defending champion #58p Peter Bengston). Ngatai was 1st and 6th in his first pair of qualifiers, but was set upon in the third. After dishing out a bit of retribution, a 13th place was the best he could manage with a flat tyre. This was still good enough for 5th in his section. Osborne was in the other group, and after the disappointment of the New Zealand Champs – when he DNF'd virtually every race over the course of two days – Mark cruised home 4th with a sequence of a 10th, 6th and 1st placed finishes.

Ngatai was spun by Wainman Junior on the opening

lap of heat 1 of the finals – yes, that's right, 1nz, 2nz and 3nz all turned around on the opening lap – but he fought back to finish 15th from his grid 16 start. A win in heat 2 left him an outside podium hope, but despite the steering wheel coming off in his hand and doing further battle with Wainman, a third place in an extremely dramatic third heat eventuated. This was good enough for third overall, the amazing pace of this car and driver really being accentuated in this race.

Osborne had a relatively trouble free run by comparison, but like most was seriously hindered at times during heat 3. Only 13th in the opening race, Mark really fired up the awesome new Hewson chassis in the remaining two heats to wind up 4th in them both. This put him 4th overall behind the Englishman Wainman (the first ever three time winner of the event, being successful in 1997 and 2000 prior), local Rotorua pilot Pat Westbury (#87r) and Ngatai.

But as much as the racing and the results were outstanding, the championship will be more talked about – and longer remembered – because of one frightening incident involving #66r Steve Hampton and #94p Roydon Collingwood. Hampton was on the rampage in heat 3, having just spun Osborne entering turn 1 he latched onto Collingwood down the next straight. Both cars slammed into the concrete wall down the far end, Hampton immediately rendered unconscious. It appears Collingwood may have tried to grab a gear, the car trickling around the turn 4 concrete wall and into the straight. Everybody thought it was about to stop, but then accelerated away again, driver now unconscious also, before veering infield as it passed under the control tower. Initially those that noticed it, including myself on the infield with the roving mic, thought he was pulling infield to retire from the contest, but it quickly became obvious he was under full acceleration. Most infield staff had their backs to the black 94 as it hurtled across the grass, only turning to the noise as it passed behind them. The red lights had already been activated for Hampton, and there was a stunned silence as Collingwood hit the back straight wall head on at the entry to the back straight. That eerie silence enveloped the stadium as all drivers shut down their engines.

Both drivers were taken to hospital, Roydon having to be cut out of the car, Steve being released that same night. Roydon suffered a broken collar bone, and had his left hand operated on before leaving hospital a couple of days later. Both are now at home recovering, and Triple Go certainly wishes them both well in their recovery.

By Barry Brown

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THE FERRET

TOP SECRET

SURVIVAL OF THE FITTEST

The day after the Super Saloon Hoopla! at Woodford Glen the Ferrit was back at work, driving a desk for a few days in the Motorsport Monitoring Unit office. The Ferrit had enjoyed the Hoopla!, which ended up with a finish which seemed so well scripted that the Ferrit wondered for a moment if it actually had been.

However, despite the enjoyable racing and the sense of occasion, the Ferrit also felt a little deflated. Somehow this year's Hoopla! seemed more a shadow of last years, and a little less than all it could have been. For a start only 24 cars this year, compared to 40 last year, and the event running over one day instead of two, causing a necessary change in the race format. No TV coverage, and a seemingly reduced crowd all contributed to a feeling that maybe times are becoming tough.

There was plenty of holiday reading in the office for the Ferrit to catch up on, most of it rather glum. The NASCAR report hinted that NASCAR was having a tough time of it. Six hundred people laid off in the last six weeks, and more to come. The world famous Petty Enterprises team has shut up shop, disappeared.

"Tut tut", thought the Ferrit, "that's like Ferrari disappearing from Formula One or Wayne Hemi giving up speedway – they've been in NASCAR since 1949 and have the best record of any team".

The Formula One report was no more cheerful. Honda selling off their team, reportedly for \$1, because the running costs are where the new owners will need to spend their US\$200 million. Renault laid off 50 staff from its team and asked others to take a cut in salary. Ferrari reducing its investment in testing. Whispers of more job losses to come.

Rallying didn't look any better – two manufacturers already pulled out of this year's event and others "reviewing" their entries. A1GP in all sorts of bother, possibly not coming back to New Zealand after this year's event is run, team owners having to borrow from the series organisers to pay for their cars.

Aussie V8 Supercars have already had one insolvency, and there are rumours of others possibly leading to the demise of several teams. Even drag racing has been hit, with the leading US series cut back.

All in all it made for a depressing morning's reading, and by lunchtime the Ferrit felt thoroughly blue.

Over a black-eyed bean burrito and a bottle of Phoenix Ginger Beer the Ferrit pondered what effects the recession might have on New Zealand speedway. Clearly some tracks had already cut back – the two day Hoopla! meeting wasn't the only one to be cut to one day, and the reduced car numbers were being seen at other events too. Drivers were taking longer to fix damage to their cars, keeping them out of action and off the track. Drivers were also travelling less – which was good for tracks with a large number of local registered drivers, but a problem for those that relied on visitors to make up the fields.

A MMU assessment of crowd numbers seemed to suggest that gate takings were not hugely down on last season, although not ahead of last year. But the big worry was sponsorship – not for this season, as that was mostly all put in place back in September or earlier, but for next season. Both drivers and tracks would likely be affected, but by how much it was just too soon to tell.

The one bright piece of news was a Ministry of Economic Development briefing paper which suggested that low-cost high-value local entertainment businesses with a strong regional identity were well placed to weather the recession better than most others.

Mid afternoon the phone rang. It was Crystal. "I've just been told there's only a handful of grandstand tickets left for the Super Stock Teams at Palmy, shall I reserve one for you?" The Ferrit immediately felt a lot better.

By The Ferret



Hoopla Winner Ritchie Taylor along with 2nd Greg Keegan & 3rd Josh Boulton

The selection committee have announced the drivers who have made the Woodford Glen Eagles for the Palmy Teams Champs to be held on Waitangi Weekend. A spokesman said that it was a very difficult task to pick the 5 drivers to head to Palmy due to the promising results from the two teams races this year.

A good showing in Nelson despite the loss followed up by a win at The Glen made the final selection hard as there were 7 very talented drivers competing for only 5 positions in the final team.

The committee had several factors to take into account before making their decision. Therefore the Glen Eagles Team is: 1NZ "The Red Headed Maori" Malcolm Ngatai, 89C Jason "The Rock" Smith, 492C Campbell "Action Man" McManaway, 16C Mark "The Oz Man" Osborne" and 59C "Mad" Brad Rosewarne.

The reserve driver is 12C Nick "The Man Him" Selfe

Andrew Good was also in consideration but unfortunately has not raced since the teams race against Nelson where the ex Streetstock racer showed very promising form.

After a good showing at the New Zealand Champs by the local drivers they will be confident of putting on a good performance and a good chance of taking the title off the Panthers at Palmerston North.

Jody Scott



Canterbury Glen Eagles



TRIPLE GO

Christmas is normally a time to put the feet up and relax, or so they say. But for a speedway fan it is more a case of trying to fit as many meetings in as possible, whilst also attempting to cover the least amount of distance doing it. With the higher cost of fuel it takes time to work out the best method of travelling, whether by car, boat or plane, while also banking on the weather to play ball at the same time. North Islanders have an advantage with this, as the venues are closer together and meetings seem to flow from track to track over the weeks. (They don't if you live there haha.....Ed)

The DHL saloon series took in 7 tracks in 7 nights around the North Island, which is a huge ask of both machine and driver. You don't need to be super fast, just super reliable. I watched the Wellington stock car team defend its national title at home, and the hits were coming from everywhere. I could not believe how strong those cars were to withstand the constant battering they were being given, and still able to move. Teams racing is certainly not for the faint hearted or weak kneed, and I will be back again next year if dates permit. I took in several meetings at Cromwell over the New Year's break, mainly with the intent of relaxing away from city life and just watching, but still managed to find myself out in the infield. It is good to see how other tracks operate and what systems they use. I had my first crack at the luge in Queenstown and was pleased to see that you can stock car teams race on them as well, just a sore elbow after being taken out in the first corner, but I come to grips soon enough and dealt out some punishment of my own.

Oh, back to Welly now, Go Cart racing is a favourite pastime while on road trips, and got some great racing in at Porirua (well recommended). Had an awesome race against a former Under 23 stock car champ, while the race against the Nelson promoter resulted in my cart being put through a tyre wall, much to the delight of spectators. In Christchurch they have opened drift carts, so had to give it a crack, after spinning a Dunedin A grade driver three times in a row while he was trying to pass me, I knew what I had coming. Yep, after the big punt up the rear we both ended up in the tyres. I drove off, he got told off, funny how it is always the retaliator gets the blame.

The Superstock title at the Glen was a sight to behold. After seeing the track for practice I was quietly concerned, and then with the hail on qualifying night I was not sure what to expect. But some wise words from Dennis Bolt, and some great work by staff, lead to the best track I have seen for some years. The title itself showed how far the southern boys have come in recent years with the depth of machinery and drivers coming to the fore, to fill the top three placing's was no surprise to me (picked 2 out of 3). Malcolm Ngatai 19c took the title by good margin of points, he has done the hard work over the years, yet he polarises the fans at Woodford Glen. Love him or hate him, the 1NZ is his to savour. An outstanding performance by Jason Smith 89c, who has to be one of the nicest guys of the track as well as one of the most underrated racers

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on the track, proved why he would be my first choice in a dream team with a great win in the repechage. Add the support he gave Malcolm in the finals, and he really is a class act. 47c Nigel Keats proved that he's a deserving South Island Champion, directly qualifying and finishing in 11th place overall. He has come of age in the Superstock class with a very reliable car (he's finished 38 out of 39 races this year). Shane Anderton 83c has shown what potential he has, with less than a season of superstock racing under his belt he has a good future after also qualifying for the finals. A barbeque with crayfish was a great way to finish off a good weekend at the Glen.

A trip to Nelson for the Superstock Grand Prix saw more South Island dominance (enough already....Ed), with local hero Dale Ewers 2nz taking out the win. Peter Rees 10p from Palmerston North once again took out his own club drivers to get 2nd, while 3nz Brendan Higgins capped a good few days finishing third. Malcolm had won the first heat, but was found catching his breath in the wall in the second.

It was a quick exit from Nelson, as I was accompanying a youth Ministock driver 13d from Dunedin who bought up his car to get a drive on the Nelson track for the first time. He was dialled in to track by third race. We left Nelson at 11 pm to get to Cromwell by 2pm the next day for practice day for NZ Super Saloons, a couple of hours sleep at home, and we made it in time.

I would have seen "Slippery" Simon Bland 31c win the Streetstock title but for the clash of championship meetings, and I was already committed down south. Simon often travels around different tracks and has many fans around the countryside, he always has a smile and is a real character to boot. Racing needs people like Simon as much as Simon needs racing. Why the powers that be would allow a double up of championships to occur is a little hard to fathom, even if they shifted the events to run Thursday/Friday and Saturday/Sunday then both clubs would get maximum exposure to all fans and travelling northerners.

The Super Saloon title was perhaps missing a few northern stars of past years, and looked geared up to be a South Island benefit. After it was all said and done however, it was the two northern boys from the Mount that came away with the goods. My driver of the weekend was Dean Waddell 81m, who was pipped to the title by Shane McIntyre 26m. Shane drew a rear grid draw in heat three and needed to pass cars to claim the title. That became a lot easier when cars began to fall by the wayside, several retirements by bad driving and some like Paddy North 46e, pure bad luck (car in front ran out of fuel and Paddy had nowhere to go). So really if you kept out of trouble in the heats you had a good chance of being on the podium, Dennis Bolt 6c who had had a terror run this season, now on his third motor, did just that and was placed 3rd. A consistent showing by Trevor Elliott 27c got him 6th while other locals like Josh Boulton 891c, Greg Keegan 851c and Ritchie Taylor 58c were in the wrong place at the wrong time. A special mention for Dave Walsh 64c who qualified as

well, he lends his workshop out to travelling drivers so they can continue to race, that is really what it is about, the mates and support you get around the country.

The next big outing for me is the NZ Stockcar champs in Welly, with over 170 cars entered it will be non stop racing for two nights. There are not many tracks that could cope with those numbers, but would like to see if Woodford Glen could become the first South Island track to host the title. Superstocks are beginning their northern campaign with several major meetings before the teams champs in Palmy, then not long until we will see another good show with the "Battle of the Stocks" (for Superstocks) and South Island Stockcar champs being held on the same weekend in March.

The Glen Eagles have been named as Brad Rosewarne 59c, Malcom Ngatai 1nz, Jason Smith 89c, Mark Osborne 16c and Campbell McManaway 492c, while Nick Selfe 12c is the reserve driver. A very strong line up again this season.

It has been nice sleeping in my own bed after several weeks of travelling up and down the country.

The Professor (on tour)

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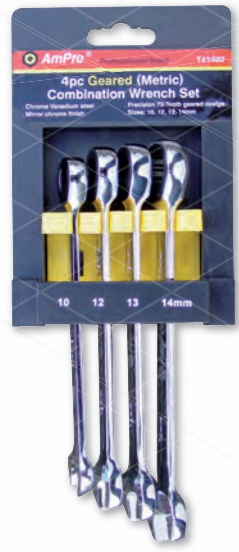
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Metric
WREH-T73041
\$17.50
1.5, 2, 2.5, 3, 4, 5, 6, 8, 10mm

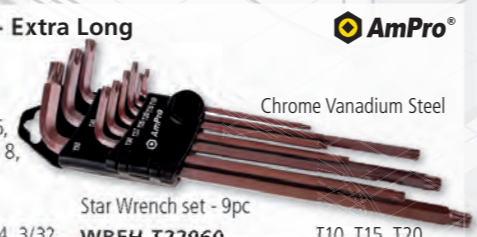


AmPro
Tamper Proof Star Wrench - 9pc
WREH-T73008
\$17.50
T10, T15, T20, T25, T27, T30, T40, T45, T50

Industrial Wrench Set - Extra Long
Ball End Hex Wrench - 9pc

Metric
WREH-T22955
\$26.75
1.5, 2, 2.5, 3, 4, 5, 6, 8, 10mm

AF
WREH-T22956
\$26.75
1/16, 5/64, 3/32, 1/8, 5/32, 3/16, 1/4, 5/16, 3/8"



AmPro
Star Wrench set - 9pc
WREH-T22960
\$29.90
T10, T15, T20, T25, T27, T30, T40, T45, T50

Hex Wrench Set - 10pc

WREH-T22901
2, 2.5, 3, 4, 5, 5.5, 6, 8, 10, 12mm
\$79.90



HOT DEAL
AmPro

WREH-T22902
5/64", 3/32", 1/8", 5/32", 3/16", 7/32", 1/4", 5/16", 3/8", 1/2"
\$79.90

Star Wrench Set - 10pc

Sizes: T10, T15, T20, T25, T27, T30, T40, T45, T50, T55



HOT DEAL
AmPro

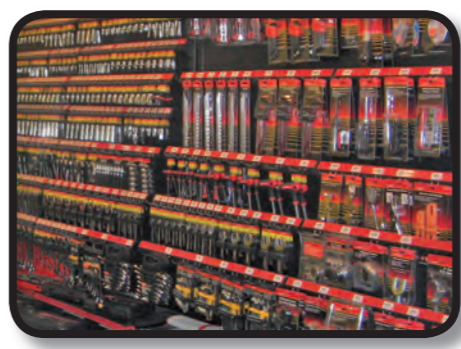
WREH-T22900
\$79.90

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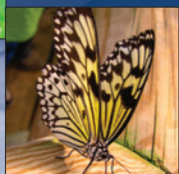
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Tony's thoughts from the Commentary Box

Lots of good racing at the Hoopla! once the drivers decided to drive to the conditions and stay on line. Both groups had a devil of a time in their opening heats, with over-driving and over-ambitious risk taking marring the first few laps and causing a number of yellow lights. However, racing in these heats is all about making few clean passes, not setting the world on fire, and once the racing got under way, the track surface soon sorted out the contenders.

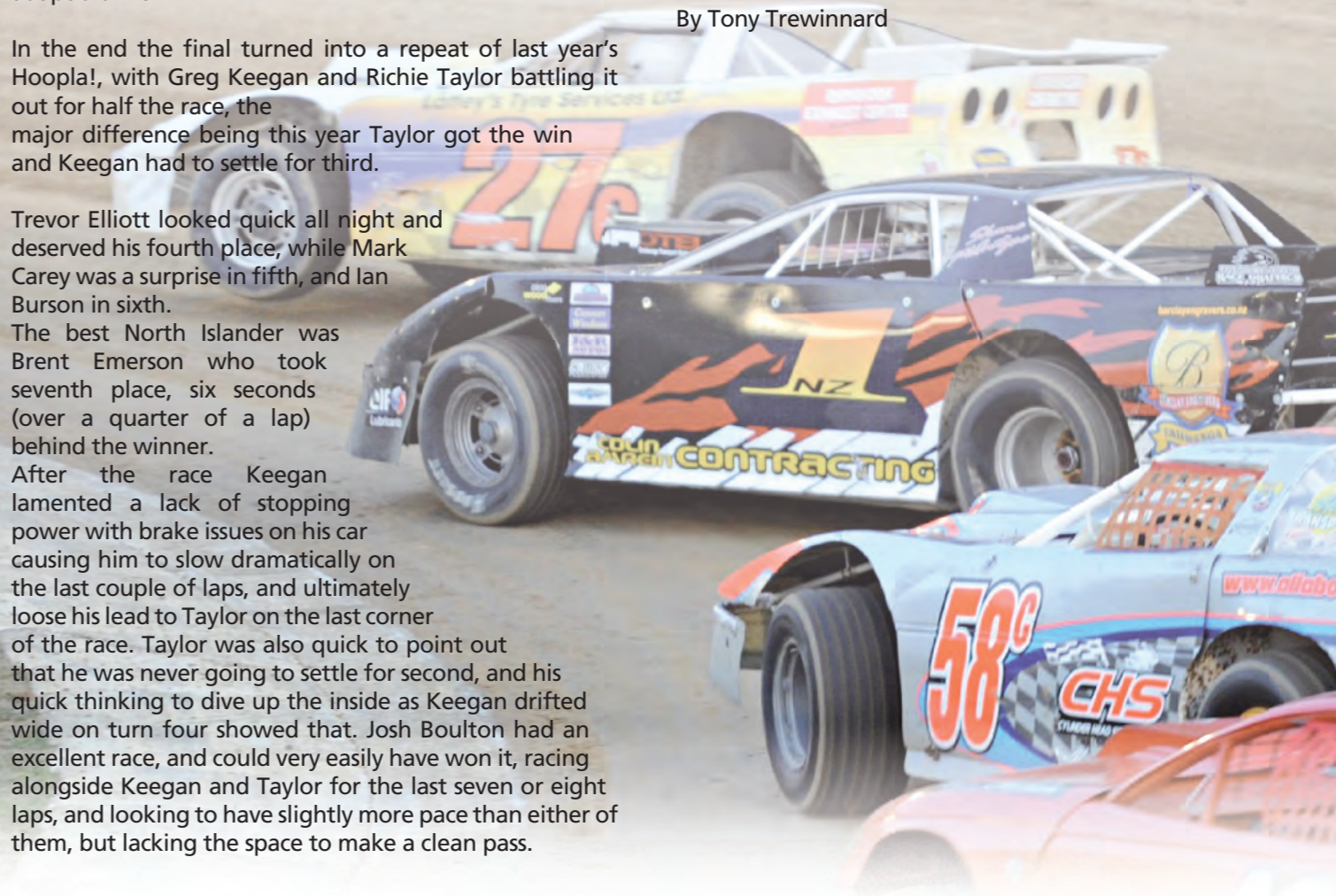
I read after the event some criticism of the racing surface, but it really wasn't bad, just a little different to what the Glen usually serves up. It stayed flat all night, and was grippy enough near the pole line to allow good close racing, and those drivers who could adapt did well.

In the end the final turned into a repeat of last year's Hoopla!, with Greg Keegan and Richie Taylor battling it out for half the race, the major difference being this year Taylor got the win and Keegan had to settle for third.

Trevor Elliott looked quick all night and deserved his fourth place, while Mark Carey was a surprise in fifth, and Ian Burson in sixth. The best North Islander was Brent Emerson who took seventh place, six seconds (over a quarter of a lap) behind the winner. After the race Keegan lamented a lack of stopping power with brake issues on his car causing him to slow dramatically on the last couple of laps, and ultimately loose his lead to Taylor on the last corner of the race. Taylor was also quick to point out that he was never going to settle for second, and his quick thinking to dive up the inside as Keegan drifted wide on turn four showed that. Josh Boulton had an excellent race, and could very easily have won it, racing alongside Keegan and Taylor for the last seven or eight laps, and looking to have slightly more pace than either of them, but lacking the space to make a clean pass.

I guess the big question has to be, where were the North Islanders? Dean Waddell and Shane McIntyre usually go well at the Glen, but just couldn't get on the pace all night, while Emerson looked to be struggling as well. No doubt the track surface was different to what they had expected, but if the other visiting drivers could adapt then why couldn't they? A special mention for Michael Pickens in the brand new Lovelady car. He put in some very fast laps and looked well placed starting off the front in the final, but a little impatience got the better of him. He showed the true potential of the new car when sent to the rear, stringing together a series of scintillating laps to pass half a dozen cars on a track which was not easy to pass on – frankly, I think if Greg Keegan had had that car underneath him, the final result would have been different.

By Tony Trewinnard



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WOODFORD GLEN CALENDAR



FEBRUARY

Sun 1	Management have CANCELLED this meeting.	CANCELLED	N/A	N/A	N/A	N/A
Sat 14	WFG Super Saloon Series	A Grade Saloons & Ministocks	\$ 13.00	\$ 27.00	\$ 3.00	\$ 8.00
Sat 21	A Grade Saloon / Stockcar / Modified Canterbury Championship	Super Saloons & Production Saloons	\$ 13.00	\$ 27.00	\$ 3.00	\$ 8.00

MARCH

Sat 7	WFG Super Saloon Series	SuperStocks & Streetstocks	\$ 13.00	\$ 27.00	\$ 3.00	\$ 8.00
Sat 14 NEW	Production Saloon Canterbury Championship / Kamikaze Derby / Modified & Ministock Remembrance Champs	Super Saloons & Stockcars	\$ 13.00	\$ 27.00	\$ 3.00	\$ 8.00
Fri 20	Battle of the Stocks / South Island Stockcar Championship (two nights)	Super Saloons, Production Saloons, Ministocks & Modifieds	\$ 13.00	\$ 27.00	\$ 3.00	\$ 8.00
Sat 21	Battle of the Stocks/ S.I. Stockcar Champs / Final WFG Super Saloon Series (No complimentary or Free tickets)	A Grade Saloons, Production Saloons & Streetstocks	\$ 20.00	\$ 42.00	\$ 3.00	\$ 15.00

APRIL

Fri 10	Easter Nationals / Stockcar Teams Easter Nationals	Streetstocks	\$ 13.00	\$ 27.00	\$ 3.00	\$ 8.00
Sat 11	Easter Nationals / Ramp Race Derby	Production Saloons & Ministocks	\$ 13.00	\$ 27.00	\$ 3.00	\$ 8.00

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Happy Hoopla Champion Ritchie Taylor



Another Black & White for 58c

New Years Ode

Christmas is now in the past,
New Year's Eve was quite the blast,
Back to racing we now go,
Rolling on, is the speedway show,
Get those race tyres turning,
More action is what I am yearning,
All those V8's out on the track,
Pedal to the metal and don't look back.

What a start for Malcom's New Year's fun,
Being crowned NZ Superstock number #1,
I predicted that in the Triple Go,
Got 2 out of 3 I'll have you know,
Then the slippery one was at his best,
Streetstock title bogey he laid to rest,
So as hitters go we got two of the best,
Bland and Ngatai, aren't we blessed.

On to the Supers way down south,
Locals to win, was the word of mouth,
But for them, it wasn't an easy ride,
As most seemed to falter to the slide,
Too many cars broken infield, I lost count,
The top two winners both came from the Mount,
And our seasoned campaigner drove without fault,
A well deserved third placing for 6c Dennis Bolt.

So 2 stock grade firsts and a saloon car third,
Those results are kinda unheard,
But with the quality of racers at our track,
We should be bringing a few titles back,
Stockcars and Modifieds still to come,
Maybe we can chalk up another number one.

The Professor



Car No.	Driver	Make & Model	Sponsor
6	James Robinson	Ford Falcon XF	North End Ford Geraldine, Riverlands Holiday Park, Shaw Street Auto Spares Timaru, JP's Auto Timaru
9	Gregory Hicks	Nissan Primera	S & S McIntosh
13	Mark Glenie	Nissan Primera	
18	Ellis Jellyman	Honda Integra	MASTAGARD, RTL Road, It's Tyres
28	Pam Dempsey	Toyota Celicia	On the Spot Signs, All Cars Auto Dismantlers
33	Jeremy Booth	Mitsubishi V3000	All Print
38	Lex Cummings	Mitsi Galant	
39	Violet Cummings	Honda Prelude	
41	Aaron Hutton	Holden Commodore	
51	Matthew Pluck	Mitsubishi Galant	
53	Dean Palmer	Honda CRX	Locost Automotive, Kiwi Auto Spares, REPCO Wainoni Road, Resurrection, Mobile Mufflers, H.C.B., Kumbo Tyres, Strong for Honda, Stewart Steel
59	Allan Stevenson	Honda CRX	Designline International Holdings Ltd, Lysaghts, Newlands Electrical, Ashburton Signs, Ashburton powdercoating, Beaufairs
68	Gerry Filius	Honda Prelude	ABC Driving School, Dr Bugs Popcorn, Academy Signs, Computer Geek, Plastec - Plastic Welding Services
73	Arjen Schouten	Honda Prelude	
82	Gavin Henson	Mitsubishi Galant	PT Racegear, T.L. Parker Ltd, Vehicle Inspection Centre, Parkhouse Garden Supplies, PIRTEK Canterbury
86	David Filius	Honda Prelude	ABC Driving School, Dr Bugs Popcorn, Academy Signs, Computer Geek
88	Greg Rooney	Holden Commodore	
98	Kieran Stack	Honda Prelude	AC Auto Electrical, Waltham Mechanical, Strong Brothers Honda

Stockcars



Car No.	Driver	Make & Model	Sponsor
4	Stephen Bishop	Trial Rail Holden	
6	Andrew McPherson	Ford Y NRP	HPE Automotive Specialists, Mobil Wainoni, REPCO Wainoni, Brown & Patersons
7	Justin Galbraith	Standard	Metal Man, Ashburton Cranes
8	Warren Galbraith	Ford Coupe	Ashburton Crane Hire Ltd, Ashburton Signs & Graphics
9	Dean Franklin	Tickford 6/Corolla	
15	Colin Cameron	Vassie Copy XR6	
16	Leon Huddleston	Ford Y	MH&S Specialists, All Cars, Royce Clive Engineering, MP Performance
17	Vaughan Fairburn	Ford Y	
18	Nick Sidaway	Sidaway Chasis/Ford Y	Ullrich Aluminium
21	Graeme Read	Ford Y	Harewood paint & Panel, Port Hills Forklift Sales
23	Reece Ward	Ford	Autotech, Castrol, Redpath, Academy Signs, Albert St Panel & Paint, Cool Caps, Cliff Sandrey Contracting, ITS Rangiora, Speedsport Magazine, Kivifuels.com, Summertime Sheetmetal, Blyth Racing Team
24	Ivan McPhail	Honda Jazz	Blakely Construction
28	Craig Hughes	Falcon	
32	Brent Murphy	Falcon	Diesel pumps ltd, Novus autoglass
34	Jacob O'Connor	Totota Corolla	
35	Tony Page	Ford	
37	Nathan Birss	Ford Y	All Cars Auto Dismantlers, Mag & Turbo, REPCO, Speedy Signs
38	Terry McBride	Ford	
42	James Mellor	Holden V6/Ford Y	
44	Peter Ross	Flat Chassis Ford	NZ Car Parts, ISSAAC Construction, Mag & Turbo, Supa Karts, Mad Butcher
45	Murray Tapp	Ford Y/Falcon 6	
52	Owen McFall	Gordge V6	Berkley Gulp Alive, McFall Video
55	Jason Arundel	Holden	Mag & Turbo, Summit Aluminium, SJ Honeybone, Southern Salvage, Franks Car&Commercials, Fitzgerald Auto Bodies South, CHCH Truck&Bus Wash, Magnum Compliance
56	Tim Preston	Gordge Copy	Temptaionz 2008
61	Cory Abernathy	Ford Y/Rover V8	Stu's Bobcat Services, PUMP IT Kaikoura
64	Lloyd Jennings	Ford Corolla	Craig Drummond Construction
66	Troy Wilson	Gordge Copy/Ford Y	
67	Chris Thomas	Holden V6/Ford Y	Valvoline, Mike ryan race engines, Hi Tech Wheel Alignment Ltd, Auto Trim Specialists, The Pothole People Ltd
69	Dean Fraser	Ford AU11	
71	Gavin Vallance	Ford AU11	

77	Noel Edgeworth	Ford Pop Tri-Rail	The Fibreglass Factory, SJS Engineering, Keystone Decorators
81	Blaine Blyth	Chev V8 Ford Y	NYALIC (Aluminium Joinery Restoration), Red Bull, Value Cars, Dumelow Contracting, Smiths Concepts, Brown&Syme, CHCH Metal Finishers, Blackwell Engineers, Trenchless Services, Les Hunter Automotive, Mark Walford Engineering, Action Powder Coating
84	David Hern	Ford	Japanese Auto Spares, PACIFICA
87	Cody Streeter	Ford	McWheels Kaiapoi, REPCO, Wormalds, Galbraith Engineering
88	Colin Lamb	Ford	
91	Andy Pawsey	Ford y Rover	Advanced Maintenance, Spray Marks, Hydralink Mid canterbury Ltd, Traffic Management, Spray Marks Signs, Buckets & Bits
92	Lance Holdem	Ford Y Falcon	Extreme Terraine Paintballs, All About Signs
96	Donald Inns	Holden V8	Eric's WOF, Jamies Tyres & Auto, MPL Automotive
97	Paul Dumelow	Ford Y AV2	
98	Russell Tuuta	Ford Y AU2	R.T.'s Pipefitting Co Ltd, Easy Lawn Kaiapoi, KAT's, REPCO, D-Licks Wings&Things, D&N Honeybone, Brendan Tuuta Painting & Decorating



Modifieds

Car No.	Driver	Make & Model	Sponsor
4	Mike Gourley	Race Work	
13	David Thompson	Harris	Z.P.S., Complete Automotive, Supercharge Batteries, Valvoline, Be Seen Signage
14	Gary Alford	Lovelady	
15	Richard Wilson	Chev	
21	Grant Smith	Suzuki Swift	Supa Karts, Rangiora Exhaust Centre, Valvoline, NZ Car Parts, Kiwi Signs
46	Brett Stack	Race Work	
67	Nigel Niven	Harris Chev	
69	Andrew Tubb	Tubb/Chev	
84	Natasha Rodgers	Harris	Pothole People, Nees Graphix, Concrete Pumping Service, Rangiora Exhaust, Dennis Wise Engines, Kitchen Appliance Specialists
94	Greg Clemence	Challenger Wolf 2	
94	Paul Richards	Challenger Wolf 2	P.F.S. Picture Framing Services, All Cars Car Sales, Clemence Engineering Ltd, Custom Metal Fabrication Body Parts, 1320 Printing, City Wide Bins
99	Ralph Godwin		Dupont, LRC
871	Luke Keegan	LRC Corvette	



SuperStock

Car No.	Driver	Make & Model	Sponsor
1NZ	Malcolm Ngatai	Gordge/Toyota	Cylinder Head Specialists, Cart-A-Car, Keystone Decorators, Xpress Printing House, Peter Diver Plumbing, Canterbury Waterblast, Elite Wheels, Auto Scanning Solutions, Tool King, Safa Tool Boxes
6	Gerry Brosnahan	T MAC	
7	Neil Frew	Gordge/Ford Y	Valvoline, Mike Ryan race engines, RX Refinishing Ltd, Hi Tech Wheel Alignment Ltd, Autotrim Specialists, The Pothole People Ltd
12	Nick Selfe	Holden Gordge	D/Vision Engineering, CHCH Glass, Notary Group, Vantage Automotive, Budget Tyres, Gavin Coz Furniture, Bairds Collision, Clarkson Sign
13	Karl Annan	Ford	Hussey Paint & Panel, Guy's Garage, Canterbury Air Con Ltd
14	Aaron Rowlands	Ford Y/Nissan V8	All Cars Auto Dismantlers, Hauraki Radio Station, Animal Vacation Centre, Glenbyre Tavern, Ed Jones Engineering
15	Andrew Good	Holden V8/Ford Y	Dumelow Contracting, Firestone Birmingham Drive, Undercar Service Centre Ltd
16	Mark Osborne	Hewson/Henshaw	
27	Peter Field		Skylark Transport
29	Murray Greig		
36	Terry Hall	Warner Chasis Ford Y	
39	Janette Dickinson		
42	Kevin Nortman	Ford Y	Nortman.Julez Load Pilot Service, Action Powder Coating
47	Nigel Keats	Chev V8	
52	Athol Hurst	Toyota V8	Hurst Auto Dismantlers, Straighten Up Panel & Paint, Fitzgerald Motors
59	Brad Rosewarne	Toyota	Cylinder Head Specialists, Rosewarne Racing Performance, Amberley Graphics
68	Troy Prendergast	Ford Y/Toyota V8	Straighten Up Panel & Paint, Waikai Dairy Grazing, Action Powder Coating, Artisan Homes
77	Rodney McWhirter	Ford V8	Superpets Pet Food, Gino Hydraulics, Bairds Collision Centre
79	Rodney Hern	Nissan V8	Kelford Cams, John Jones Steel, NISSBIT, Harris Marine Castrol Oils
83	Shane Anderton	NRP Toyota	eystone Decorators, Paint Lab, Benchmark Homes Ashburton, Chemz, BNT Motorsport, Auto Scanning Solutions
86	Jason Moore	Toyota Lexis	Port Hills Forklift Services, Cylinder Head Specialists, Elite Whels, BNT, Town&Country Brokers, Industrial&Automotive Supplies, Hussey Panel&Paint
87	Craig Tobin	Toyota	Straighten Up Panel & Paint
89	Jason Smith	Gordge Holden	Undercar Commercial Ltd, Smithconcept Painting & Building Ltd, Hornby Exhaust Specialists
97	Paul Dumelow	Ford Y Toyota	Dumelow Contracting, Fuel Quip, Allig, W A Boyes Contracting, 4 u Direct.co.nz, Undercar Service Centre Ltd, Beaufairs NorthwoodLeech Drainage, White Signs
299	Emerson Leech	Vazey Copy / Tank	
492	Campbell MacManaway	Hartley Nissan	



Car No.	Driver	Make & Model	Sponsor
1NZ	Simon Bland	Ford Falcon	Kiwi Auto Spares
6	Stephen Turner	Ford Falcon	Flexoplas Packaging Ltd, Rex Russell (2005) Ltd
7	Matthew Baldwin	Holden VK Commodore	
8	Colin Robinson	Falcon XF	Shaw Street Auto Spares Timaru, J.P.'s Auto Timaru, J.R.'s Tyre Groovers
14	Paul Walker	Chrysler Charger	Graeme Sargent Metals, 4 Skin Tattoo & Piercing
17	Blair Leigh	Ford XR Falcon	Kiwi Auto Spares, Patrick Auto Trimmers, SIS - South Island Services
18	Stephen Lennon	Ford Falcon XR	Kiwi Auto Spares, K&T Drainage, Premier Panel & Paint Methven, Glen Durie Engine Reconditioners, Hornby Exhaust Specialists, Lets Get Graphic, Flags Tyres Sockburn
19	Chris Leigh	Ford XR Falcon	Kiwi Auto Spares
21	Shane McNally	HZ Holden	
24	Kris Elkington	Ford Falcon XF	Nail It Building Construction, Advanced Upholstery, Works Metal Fabrication
27	Rex Nelson		
29	Michael Jones	Ford Falcon	
34	Pat Anngow	AP5 Valiant	Canterbury Waterblast
36	Grant Kennedy	Valiant Charger	
43	Kieran Skurr	Ford Falcon XE	Canterbury Water Blast
45	Shaune Jacobsen	Holden HZ	Fluffy's Roof Coating
51	Greg Strachan	Ford XE Falcon	Enterprise Recruitment, Gainsborough Auto Services, Coca-Cola Amatil NZ, Canterbury Radiators
54	Kirk Aldridge	Ford Falcon	Glen Durie Engineers, Hamonds Car Care, Canterbury Radiators, Tony's Tyres
55	Keith Anderson	XE Ford Falcon	Canterbury Waterblast, Peter Diver Plumbing, Fiztec Engineering, Mickeys Multimedia, Outlaw Industries, New Brighton Tyres, Thor Batteries, Rides by Gent
63	Steve Jackson		
64	Jason Skurr	XF Falcon 4.1	Kirwee Auto, G & M Contracting
65	David Williams	Ford XF Falcon	Rex Russell (2005) Ltd, Riverside Pool Bar Club, Opawa Panel Paint, Autoscanning Solutions
68	Charles Gardiner		
69	Brian Hurst	Ford Fairlane	Rex Russell (2005) Ltd, Mag & Turbo, Trade Import Direct Com
72	Samantha Gowans	Ford Falcon	Eric's WOF, Brownlees Racing
73	Norton Gowans	HQ Holden	
74	James Gowans	XF Falcon	Smart Precast Concrete, Eric's WOF
75	Glynn Cleave	EA Falcon	
76	Alex Gowans	XF Falcon	
81	Michael Arras	Holden	
86	Shane Chapman	Holden Commodore	City South Van Spares, Port Hills Forklift Services, Blackwells Panel & Paint
92	Robert McSherry	XE Falcon	Trenchless Services, North Canterbury Motor Reconditioners, Angus Robertson Mechanical
98	Nigel Clark		
99	Daniel Baldwin	Ford XD Falcon	



Car No.	Driver	Make & Model	Sponsor
3NZ	Dennis Bolt		Riverlands Holiday Park
8	Roger Nees		
16	Ben Abernathy	Chev Corvette	Dakota Tiles, Stu's Bobcat Services, "PUMP IT" Concrete Pumping Kaikoura, Rangiora Exhaust Centre, RACING.ORG.NZ
25	Adam Gent	Chev Corvette	
27	Trevor Elliott	Chev Corvette	Elliott Scaffolding Ltd, Rangiora Exhaust Centre, Five Ash Contracting, Laffey's Firestone
28	Steve Petersen	Camaro	
32	Martin Harcourt	Chev Corvette	Value Cars Warehouse, Radio Hauraki, Ultra Batteries, Waltham Mechanical, AC Auto Electrical, Vinz, RX Refinishers, A I S, BNT, Vero, Scobie Tyres, Ideal Tyre Imports, The Star, Auto Glym
58	Richie Taylor	Chev Corvette	Cylinder Head Specialists, Fairview Fibreglass, Rangiora Exhaust Centre, All About Signs, Newstalk ZB, Hardy Electrical, Elite Transport Refinishers
64	Dave Walsh	Chev Camaro '94	Kaiapoi Car Clinic, Nicks Panel & Paint Kaiapoi
444	Kevin Huddleston	Pontiac Firebird	Kiwi Communications, Chats Bar, Don Hobbs Flooring, Mike Ryan Engines
851	Greg Keegan	Corvette LRC	
881	Bruce Bolton	Chev Corvette	
891	Josh Boulton	Chev Corvette	



Car No.	Driver	Make & Model	Sponsor
5	David Pickles	Nissan	
6	Phil Thompson	Datsun 1200	ZPS
10	Paul Murray	Nissan Sunny	R.A. Blackwell Engineers, Papanui Sheetmetals
16	Joshua MacGregor	Datsun	
17	Dave Parret	Toyota	
21	Gary Blackler	Nissan	
23	Tony Newman	Datsun 1200	
24	Darren Kerr	Nissan	Affordable Tyres
25	Maurice King	Datsun Nissan	HELL Pizza Bishopdale, Marty's Auto Panel & Paint, Auto Trim Specialists, Mag & Turbo Warehouse, All Car Dismantlers
33	Jono Garthley	Datsun	
36	Shannon Evans	Datsun 120Y	Taylor Coal, WWW Treetopping.co.nz
37	Barry Fraser	Datsun	
41	Ben Jacobsen	Toyota	
47	Chris Hall	Nissan Ford Y	Angus Robertson Mechanical, BC Engineering
52	Richard Broughton	Nissan/Ford Y	Phoenix Welding & Engineering Ltd, Woods & Monlin Auto & Upholstery, Addington Sheetmetal, Atomic Panel & Paint
54	Samuel Gowans	Nissan	
55	Regan Nisbett	Nissan	McAlpines Mitre 10 Mega Rangiora, Vital Signs Kaiapoi
56	May Howland	Nissan	Nyalic Aluminium Joinery Restoration
58	Dave Neal		
67	Renee Murray	Datsun Sunny	R.A. Blackwells Engineers, mum, dad, nana and grandad
68	Shaun Caldwell	Nissan 1200	
71	Phillip Allan	Nissan Sunny	
76	Paul Newman	Nissan	Pussy Cat Couriers, Baldman Mechanical, TC Motorsport, Straighten Up Panel & Paint, Auto Image
84	Scott Bright	Nissan B310	Dyers Road ITM, Langham Signs, Yes We Can Building, Affordable Tyres
87	Glen Marsden	Datsun 1200	Metalman SI Ltd, Smart Collision Repairs, Robertson Wrought Iron, Owen Marsden Engineering
88	Tony Pearce	Nissan	
95	Jackie Beecroft	Ford Y	Circle Track Engineering, Straighten Up Panel & Paint
96	Alan Currie	Nissan/Ford Y	
99	Bob Roper	Nissan	



Car No.	Driver	Make & Model	Sponsor
4	Bruce Scott	Honda Integra	
5	Walter Whittlestone	Chev Corvette	Control Electrics, Bairds Collision Centre, Telfer Electrical Hornby
10	Dougal McClimont	Ford BA	Flags Tyres
13	David Young	Nissan 300ZX	Com Dec
21	Murray Hocken	Nissan 300ZX	
23	Ross Collins	Chev Corvette	Trevor Elliott Scaffolding Ltd, David McSherry, Value Cars Warehouse, Rangiora Exhaust Centre, Clarkson Sign Studio, Steve Britt, Tony's Tyre Service Papanui, Quintin Baker
24	Daniel McNish	Ford Mustang 351	Kaiapoi Car Clinic, Kaiapoi Panel & Paint, Laffey's Tyre Services Kaiapoi
29	John Gibbs	Mitsubishi GTO	MPL Automotive, Towbar Express, Sign Displays, M.P. Performance, Computorgeek.co.nz
31	Johnny Cox	Pontiac	Nyalic Aluminium Joinery Restoration
35	Tim Ford	Chev Camaro	Be Seen Signage & Marketing
39	Terry Catlow	Chev Corvette 383	Clearflow Drainage, Toolking, West Melson Plant Nursery, HOTK9's, O'Sheas Public House
43	Dougal McClimont	Ford	
44	Craig Petrie		
57	Brian Wendt	Chev Corvette	Aranbe Handy Services
65	Rhonda Katene-Hill	Ford Mustang	Control Electrics, North End Ford Geraldine, Bairds Collision Centre, Telfer Electrical Hornby
66	Allan Black	Nissan Sylvia	Southern Ice, Yaldhurst Trailers
71	William Woodhouse	Ford Mustang	Glen 24/7, Automotive Parts Rangiora, MP Performance, Kong Ming Chinese Takeaways Rangiora, Grayworth Mechanical
72	Peter Schouten	Chevrolet Corvette	PT Racegear
73	Mark Growcott	Chevy Camaro	NYALIC (Aluminium Joinery Restoration), AMSOIL Importers, Marmites Tyre Service, Fluffy's Roof Coating, McGinty Contractors
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