

# **Manawatu Car Club Inc**

## **Magazine**

### **June 2020**



# **RACE WITH US!**



Woohoo, motorsport time again, even if the look to our FAE Winter Series is a little different to normal as we observe the protocols that Level 2 imposes on us. It's racing, but not as we know it Jim!!

As a club it's great to be able to kick start our core business and to engage again with our competitors and wonderful V-Force. Please bear with us though as we work through the new system, as the changes we have had to make to allow racing to go ahead do require a different mindset from you the competitor, from online entry only, to contactless scrutineering and documentation and of course social distancing within Manfeild: Circuit Chris Amon, plus no driver helpers and no public. BUT, we get to go racing!!

The fallout within worldwide motorsport from the Covid-19 pandemic will take quite some time to overcome, with most series now looking to the 2021 season, and a big question mark remaining over the viability of many teams and indeed the long term sustainability of some events. We are, I guess, lucky that the impact in NZ seems to have been relatively restricted and much of the local scene will be able to pick up where they left off in March. It will probably be next year before things are back to a BC normal here, but from what I've heard most competitors are keen to support the events that are being offered. Let's hope so and let's hope Level 1 is not too far away.

On a totally different tangent, I was trundling quietly down from Auckland the other Sunday evening and spotted a mobile speed camera van parked at the weigh station just on the northern outskirts of Waiouru. Being a curious / nosey / cantankerous bastard, with nothing better to do, I did a U-turn to ask a polite question of the operator inside, namely were they allowed to operate at night? After a pleasant discussion it would appear that yes, they can, a little to my surprise, I must admit. My reading of the rules around placement of such vans was that they would not comply with the following "speed camera vehicles must be deployed in a manner that is visible from the roadside and are prohibited from being deployed in a hidden fashion". Apparently with park lights on they are considered to be visible at night. Hmmmmmm. I will reserve my judgement on that, as I will with that particular placement which I am sure is driven by accidents in that immediate vicinity (sarcasm intended).



It's interesting that since getting back to business when Level 4 restrictions ended, we have had a pretty good month, as most of the Manawatu business community seems to have had – the hospitality sector excluded (although some have grasped the opportunity to innovate and maintain their client base). Certainly watching the traffic from the office it seems like "normal service has been resumed". We are lucky as a region that we have a stable economy with very little reliance on tourism, local or international. Perhaps John Cleese might like to recant his famous condemnation "If you wish to kill yourself but lack the courage to, I think a visit to Palmerston North will do the trick."

To those competing at the weekend, have an awesome day.

That's it for another month. Keep the rubber side down if and stay safe.  
TW





## JUNE

- Saturday 6<sup>th</sup> Feilding Auto Electrical Winter Series Round 1 - Day 1
- Sunday 7<sup>th</sup> Feilding Auto Electrical Winter Series Round 1 - Day 2
- Sunday 21<sup>st</sup> Transpec/GT Oil Manfeild 4.5km Bent Sprint
- Saturday 27<sup>th</sup> Drift Practice Main Track **(Sold out)**
- Sunday 28<sup>th</sup> Transpec/GT Oil Manfeild Open Day



## JULY

- Saturday 4<sup>th</sup> MCC Test Day
- Sunday 5<sup>th</sup> Feilding Auto Electrical Winter Series Round 2
- Saturday 18<sup>th</sup> Drift Tutoring Manfeild Main Track (rescheduled from the 16<sup>th</sup> May) **(Sold out)**
- Sunday 19<sup>th</sup> Transpec/GT Oil Manfeild Open Day



## AUGUST

- Saturday 1<sup>st</sup> MCC Test Day
- Sunday 2<sup>nd</sup> Feilding Auto Electrical Winter Series Round 3
- Friday 7<sup>th</sup> North Island Endurance Race Driver Series Practice Day
- Saturday 8<sup>th</sup> North Island Endurance Race Driver Series Race Day
- Sunday 16<sup>th</sup> Transpec / GT Oil Back Track Autocross
- Friday 21<sup>st</sup> 4 & Rotary Jamboree Day 1
- Saturday 22<sup>nd</sup> 4 & Rotary Jamboree Day 2
- Sunday 23<sup>rd</sup> 4 & Rotary Jamboree Day 3
- Saturday 29<sup>th</sup> Drift Tutoring Main Track



## SEPTEMBER

- Saturday 12<sup>th</sup> MCC Test Day
- Sunday 13<sup>th</sup> Feilding Auto electrical Winter Series Round 4
- Saturday 19<sup>th</sup> Feilding Auto Electrical Winter Series Prize Giving
- Sunday 20<sup>th</sup> Transpec/GT Oil Manfeild Open Day



## OCTOBER

- Saturday 10<sup>th</sup> Drift Tutoring Main Track
- Friday 16<sup>th</sup> Manfeild Test Day
- Saturday 24<sup>th</sup> OctoberFAST! Day 1
- Sunday 25<sup>th</sup> OctoberFAST! Day 2



## NOVEMBER

- Sunday 8<sup>th</sup> Transpec / GT Oil Manfeild Manfeild Open Day
- Friday 15<sup>th</sup> MG Classic Test Day
- Saturday 16<sup>th</sup> MG Classic Meeting Day 1
- Sunday 17<sup>th</sup> MG Classic Meeting Day 2
- Saturday 21<sup>st</sup> ShowVember



## DECEMBER

- Friday 4<sup>th</sup> Manfeild Test Day
- Saturday 5<sup>th</sup> NZ Superkarts Nationals Day 1
- Sunday 6<sup>th</sup> Mitre 10 MEGA Summer Series Round 1 / NZ Superkarts Nationals Day 2





**President:** Richie Arber - 027 2900 668  
**Email:** [president@manawatucarclub.org.nz](mailto:president@manawatucarclub.org.nz)



**Vice President / Treasurer:** Tim Wilde - 0274 729 664  
**Email:** [accounts@manawatucarclub.org.nz](mailto:accounts@manawatucarclub.org.nz)



**Club Secretary / Events Manager:** Jeff Braid - 027 477 3337  
**Email:** [info@manawatucarclub.org.nz](mailto:info@manawatucarclub.org.nz)

**Your 2020 Committee:**



Jill Hogg



Noel Beale



Jodie Bell



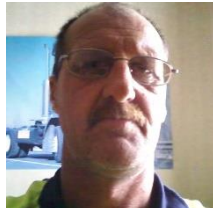
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Gareth Stanley



Aaron Walker



Phillip Keith



Kaye Flannagan



Sean Browne

**Club Patrons:** Robert Lester, Terry Rush, Russell Harris, Brian Davies

**Life Members:** Steve Bond, Brian Davies, Dave Hayward, Sir Pat Higgins, Robert Lester, Wendy Lester, Vern Marshall, Warren Masters, Marion Prisk, Terry Rush, Murray Starnes, Trevor Weir, Alan White, Raymond Bennett.

**Archivists:** Terry Rush, Jill Hogg, Russell Harris

**MCC Magazine Editor:** Trevor Weir



# FROM THE PRESIDENTS PEN



So, the one question I asked myself when I sat down to write my piece this month was... “Do I commit Motorsport suicide and mention the happenings at Motorsport NZ?”. Half of me said “no”, the other half said, “why not give it a wee nudge”. So, I guess in reading the next sentence you will find out which half won that internal battle.

I actually don't really care about what is happening at MSNZ... now you might think that it quite strange given I am the President of a MSNZ affiliated car club, but I look at it like this. Firstly, all I care about is the MCC Family (in the Motorsport world) which includes all of the MCC Committee, our club members, competitors, volunteers, and last but by no means least our sponsors, everything else comes a distant second. Everything I/we do here at the Manawatu Car Club is for the sake of all of those mentioned above, it is never for any one person or group in particular, everything has to be for the good of the club or it doesn't happen. That is the one question I always ask myself and of the MCC Committee every time we consider doing something old/new/indifferent... “is it for the good of the club?”. If Motorsport NZ believes what they are doing right now is for the good of Motorsport in NZ, then carry on. However MSNZ, if for some reason you have not asked yourself the above question, albeit slightly rephrased, then maybe you need to ask that question, and some others, of yourself. Always happy to help in any way we can by the way...

Right enough of that. It is Sunday morning, 31<sup>st</sup> May as I write this... Greg Browne and I have just caught up for a chat and we have solved all of the world's problems. We are both looking forward to next weekend when the first round of the Feilding Auto Electrical Winter Race Series kicks off... yep if you have not caught up on our Facebook page or our MCC website, we are definitely going racing next weekend!!! If you need to know more, and / or how to enter then just click on [www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz) and it will take you to our homepage which has all of the information regarding the weekend. At this stage we are still limited to numbers (100 people) so we are not allowing spectators at the first round unfortunately, and yes we did consider postponing the first round by a week, or even two weeks, but we had to make a call before the latest Government announcement on the 25<sup>th</sup> May so we chose to stick with the regular June weekend for a number of reasons.

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After next weekend's racing we will be having the first of our Track & Yack get-togethers (see below for details) so it would be great if you are able to pop along to that, especially if you are unable to make it to the racing. The Track & Yack nights are always a popular night, they are a relaxed affair where you can put the worries of the world aside and chat with like-minded people, so feel free to join us.

A couple of days ago I spoke with one of the stalwarts of the MCC, who is also one of the earliest members of the club and is still competing today... It was a business meeting, but of the time we spent together we only talked about business for maybe 10mins, the rest was about Motorsport. We have crossed paths many times over the years but have never had time to have a good chat, so it was nice to finally do this. I promised myself that next time we caught up I would ask him if he was prepared to do a "A night with..." at the MCC Clubrooms, so I asked him and he said that he would love to. So, we will be doing this during June, once we finalise the date we will let everyone know.

Stay safe and I look forward to seeing some of you next weekend.

Richie

## **"Track & Yak"**

**Time:** 7pm to 9pm

**Date:** Tuesday 9<sup>th</sup> June 2020

**Place:** Rose and Crown Olde English Pub, Terrace End Carpark, Palmerston North

**Pop down and have a chat about what is  
happening on and off the track...**



Matt Smith – Winner of the SF Cup Class of the Mitre 10 Mega Summer Race Series 19/20.

Matt didn't get his picture to me in time for the May edition of the Magazine, so I promised him that we would include it this month.

Well done Matt!

Richie



## CLUB MEMBER OF THE MONTH

**NAME:** Struan David Robertson

**BORN:** Wellington, a looong time ago.

**OCCUPATION:** Retired investor, part time race car driver

**RACE CAR:** Porsches, a GT3 cup car, and an old 928

**EVERYDAY DRIVE CAR:** 2000 Holden Astra

**DREAM CAR:** 1974 Dino 246 Ferrari

**YOUR BEST MOMENT IN MOTORSPORT?**

There have been a few good ones. Maybe, winning National Clubsport Rally Champs in 2000

**WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY?**

Growing up I wanted to be professional soccer player

**IF YOU COULD INVITE THREE PEOPLE TO DINNER, DEAD OR ALIVE, WHO WOULD THEY BE?**

Richard Branson, James Hunt, my Dad.

**WHO WOULD YOU PLAY IN A MOVIE?** Steve McQueen

**THREE WORDS THAT BEST DESCRIBE YOU...** Positive, chatty, reliable

**IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY?**

Traction engine, old, slow, lot of hot air. Ha, ha

**WHAT IS YOUR SECRET VICE?** If I tell you, it will not be a secret anymore

**PEOPLE WOULD BE SURPRISED TO KNOW THAT...**

For 8 years I owned and operated a women's only fitness center and in spite of many rally car crashes, falling off ladders, and even being run over by my own car, I have never broken a bone in my body!!!

**FAVOURITE QUOTE...** "If you think you can, you can"







It's a girl. Big congratulations to Tim Rush and his wife Mellissa. At 11.10pm on 12th April, Zoe Harper Rush came into the world. Big moment too for Grandparents Terry and Joy. As Zoe grows there's no shortage of toys to play with in the shed. Happiness shared...

*Cashing up. 2020 has been quite a year for 2010 Supercar champion James Courtney. He walked away from Team Sydney after the first round of this year's Virgin Australia Championship taking his Boost Mobile sponsorship with him, future unknown. Now he's selling his one-time company car, a 2016 Holden Special Vehicles GTS MY16 with automatic transmission. Powered by a supercharged 6.2 litre 'LSA' V8 pumping 430 kW this model was one of the best sports sedans produced in Oz in the final years of locally made cars, to add to its value JC's GTS has the build number '001'. The asking price is AU\$89,990, the new price was AU\$98,490. Seems a bargain when you can brag about the previous owner...*

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Auf Wiedersehen DTM? One of the most popular racing categories in Europe is the Deutsche Tourenwagen Masters (DTM), seen on circuits in Germany and the neighbouring countries the hi-tech silhouette cars are based on mass produced models, they are extremely fast and the racing is close. Now there is a very big questions mark over the future of DTM following the announcement that Audi will be withdrawing at the end of this year, leaving only BMW who could well decide to follow its rivals. Former F1 star Gerhard Berger is the DTM boss and has expressed fears about the future viability of the category - Opel withdrew in 2005, followed by Mercedes-Benz in 2018, Aston Martin competed last year with their turbocharged Vantage but it was only for the one-series. The DTM cars are visually mean looking racers that make the right noise, it could be a case of fans enjoying them while they can. That's assuming they will get back on the track...







An American must. Located in Birmingham Alabama is an 880 acre (360 hectare) multi-purpose racing facility called Barber Motorsports Park. Opened 17 years ago, the complex includes a 3.83 kilometre long circuit with 16 turns and elevation changes of more than 80 feet, Sébastien Bourdais holding the lap record in a Dallara-Chevrolet Indycar with an average speed of 200.80 km/h (124.324 mph) on a circuit that's 800 metres longer than Manfeild Circuit Chris Amon with nine more turns! There's also a proving ground with wet/dry skid pad, vehicle off-road courses and an obstacle course. Its creator George Barber has a big interest in motorcycles, particularly vintage motorcycles, he established the Barber Vintage Motorsports Museum in 1988 as his private collection, in 2003 Barber relocated the museum to an extraordinary new home within the Motorsports Park. Dan Gurney and John Surtees assisted with the design of the 230,000 square foot multi story building that uniquely displays machines individually on floor-to-ceiling 'stacks' as well as the floor areas. The Barber Collection comprises 1,600 motorcycles with 900 on display at any one time, they represent over 100 years of production from 216 manufacturers from 20 countries, New Zealand is represented by the magnificent creation of the late John Britten. The Museum is recognised by the Guinness Book of Records as the world's largest motorcycle collection, but there's more than just two wheels, there's also the world's most extensive collection of Lotus cars along with many other significant classics, Indycars, F1 cars

including John Surtees' 1964 world championship winning Ferrari Tipo 158, appropriately displayed with the MV Agusta that 'Big John' rode to claim the world 500cc grand prix title four years earlier. Maybe it's time to rewrite your bucket list...

Diminishing numbers. In recent times one of the most fiercely contested classes in the Le Mans 24 Hour race has been the LMGTE-Am category, but this year's race which has been rescheduled to be run on 19/20 September will see only seven cars racing for class honours - two Aston Martins, two Porsches and three Ferraris. Porsche has reduced its entry to just two works cars which means there will now be a number of drivers without a seat. For Kiwi fans the bad news is that 2-time Le Mans winner Earl Bamber will be watching from the sideline, one of the drivers joining our man will be young Australian Porsche hotshot Matt Campbell. Last month also brought the news that Corvette Racing has withdrawn the entries of its mid-engine C8-R Corvettes, it's a team that has supported the famous race since the new millennium with last year being their 20th year of participation. During that time Corvette Racing has won their class on eight occasions and clocked up more than 16 million racing kilometres at the Sarthe circuit! The September date could also be bad news for Shane Van Gisbergen who is due to make his Le Mans debut this year, it clashes with THE BEND 500 on the provisional Virgin Australia Supercar calendar, SVG isn't too upset - 'it will come along one day'. Top man, top attitude...

Remembering the past. Two famous motor racing names have decided to celebrate their past successes on new road cars in their range. Lotus are offering four Elise Classic Heritage Editions of the Elise Sport 220 (limited to 100 examples) and they're seriously good choices. The red, white and gold of the Gold Leaf F1 and F2 (also Tasman Series) single-seaters of the 1960s, the 1980 Type 81 driven by Mansell, de Angelis and Andretti in the blue,



red and silver Essex petroleum livery, Lotus pay tribute to the late Stirling Moss with the Rob Walker Racing dark blue and a single white stripe, finally there's the iconic black and gold of the Lotus 72 John Player Special that appeared on the cars of drivers like Fittipaldi and Senna. The Italians have also caught the retro bug, specifically Alfa Romeo for its super-hot 402 kW (540 bhp) Giulia GTA and GTAm models that are based on cars with great competition history, Toine Hezemans won back-to-back European Touring Car Championships in the early 1970s. Alfa Romeo Centro Stile has recreated the distinctive white and yellow masks used on the front of the GTAm to distinguish the two team mates. The bonnet carries Alfa's famous cross and serpent logo with an Italian tricolour (red/white/green) centre stripe. So well done to Lotus and Alfa Romeo for reviving some of those great memories of yesteryear. More retro, but its good retro...



Interesting additions. The Hi-Tec Oils Bathurst 6-Hour race is traditionally run at Easter, thanks to COVID-19 it will now be run towards the end of the year, but the delay has brought some good news with three more cars added to the list of 'eligible' vehicles. The addition of the Ford FN Mustang and Chevrolet Camaro will be welcomed by the V8 enthusiasts, much more interesting is the inclusion of the Kia Stinger. The rear-wheel-drive 5-door Korean Hatchback might appear to be an unlikely contender but remember that under the bonnet there is a 3.3 litre bi-turbo V6 pumping out 365 horsepower and the car will nudge 275 km/h (170 mph) down Con Rod Straight. BMW's

have won the race each year since its inception in 2016, the new challengers should give the Bavarian machines a good run for their deutschmarks. Start your engines...

*Milwaukee downs tools. Shock news from across the Tasman is that the COVID-19 pandemic has led to Phil Munday's 23RED Racing pulling out of Supercar racing, leaving Will Davison without a drive and the stunning red Milwaukee Ford Mustang being returned to Tickford Racing. The surprise move also puts a highly valuable Racing Entitlements Contract on the market. Milwaukee Tools Australia has been the primary sponsor of 23RED Racing for the past two seasons. It's a tough call for Will Davison whose CV shows two wins in the Supercheap 1000 at Bathurst, 2009 for HRT with Garth Tander and 2016 with Tekno Autosports and Jonothan Webb, but no doubt Mr Davison will be hot Supercar property as a co-driver for the 2020 Pirtek Cup Enduro series. It's sad that 'The Tradies Team' has gone...*

Door closes, door opens. Boost Mobile owner Peter Adderton was quick off the mark to secure the RED23 Racing 'REC' to form his own team and get James Courtney back behind the wheel, he's also provided a life-line for the Tickford people who worked on the Milwaukee Mustang. Boost Mobile will run as a satellite operation under the Tickford Racing banner which suggests the 23RED Racing Ford Mustang will undergo a quick change of livery and a number change to '44'. So, Courtney returns to the blue oval badge where he started his Supercar career with Dick Johnson Racing and won the 2010 championship. That success put him in-line to join Ford Performance Racing (now Tickford Racing) but he signed with Walkinshaw Racing (formerly Holden Racing Team). At the beginning of this season there was talk of Courtney driving a wildcard entry for Erebus Motorsport at 'selected' events, that didn't happen, suddenly the Coca Cola backed Team Sydney appeared but following the opening round at Adelaide he left the outfit, now his



career has been thrown another lifeline. After four attempts Tickford Racing boss Tim Edwards has finally got his man, it's up to JC to deliver. No pressure then...

*Vacant co-driver's seat. For the Pirtek Cup Enduro series later in the season Boost Mobile Racing will require the services of a co-driver, the obvious choice would be the suddenly unemployed Will Davison who knows both the car and the Tickford people who worked with Red23 Racing. But the first to put up his hand was Jack Perkins who has enjoyed a successful partnership with James Courtney in the past, the pair won the 2015 Gold Coast 600 and placed third in last year's Supercheap Auto 1000 at Bathurst. There will be no shortage of interest in the seat...*

Waiting over? The revised draft calendar for the continuation of this year's Virgin Australia Supercar Championship was released in the middle of last month with some interesting omissions. The most notable rounds missing are the Gold Coast 600 and the Newcastle 500 that has been the season finale in recent years, the obvious reason being they are both street races with high set-up costs. It's likely that rounds will be compressed into two days, the exception being the Supercheap 1000 at Bathurst that retains its original date of 8-11 October. All being well the Sydney Motorsport Park will host the first round on 27/28 of this month with the final round at Mt Panorama next February. The Supercars are scheduled to come to Kiwiland for the weekend 9-10 January, subject of course to the Trans-Tasman 'bubble' being open, but the decision of where has yet to be decided. Gentlemen, place your bets...

*First car sold. Two years ago the motoring world got its first glimpse of the new all-Australian purpose built track supercar, the Brabham BT62. Wherever the car appeared globally it drew enormous interest that was deeper than the name, its stunning looks and perhaps most of all the noise from the 5-litre normally aspirated V8 engine that saw people photographing the goose pimples on their arms! The BT62 was a trip into the unknown for Adelaide-based Brabham Automotive, the car's creators, how much interest would there be in either the track or road version of a car with an AU\$1.2 million price tag? Last month (May 19) was the 6th anniversary of Sir Jack's passing, appropriately the first customer track car was also delivered to the United Kingdom and its new owner who will race the BT62 in the Britcar Endurance Championship when racing resumes. Future sales could be dependent on how the car performs in racing conditions and the BA team led by Sir Jack's son will be anxious. Win on Sunday, sales on Monday...*

First back racing. Despite the country being ravaged by the COVID-19 virus America went real motor racing again in the middle of last month, most appropriately in the state of the good ol' boys, South Carolina. The NASCAR Cup was suspended on 8th March so it's been a long time since a winner drove into victory lane. Darlington Raceway is known as 'the track that too tough to tame', but Stewart-Haas driver Kevin Harvick had no problems on his way to scoring his 50th NASCAR win in the 'Real Heroes 400', leading 159 of the 293 laps. But there was more. For the first time since 1984 a mid-week race was run and NASCAR history was made with back-to-back races at the same track. This time rain caused the race to be called 20 laps short with FedEx driver Denny Hamlin the victor. The grids were decided by random draw, there was a limit on team numbers with social distancing being observed. But there was something missing with the muted victory celebrations, 'virtual' spectators make no noise and show no emotion, but it didn't really matter! What mattered was the good ol' boys were back...



One more beast. Only two twice-around-the-clock endurance races have been held at Mount Panorama, in 2002 and 2003, both were won by Holden Monaros, very special Holden Monaros. They were built by Garry Rogers Motorsport, fitted with 427 cubic inch motors and other trick components. There was only one of the cars in the 2002 race, driven by Garth Tander/Steven Richards/Cameron McConville/Nathan Pretty the yellow Monaro 427C crossed the start/finish line 532 times on its way to winning by 23 laps. To provide some serious opposition a second red Monaro 427C was built for the following year's race, co-driven by Peter Brock/Greg Murphy/Todd Kelly and Jason Bright. The two Monaros were untouchable, the lead changing as each car pitted, the final 10 minutes of the race were epic when Garry Rogers radioed to Tander and Murphy they were off the leash, but no silly stuff. Two young lions went wheel-to-wheel lap after lap, weaving through slower traffic bumper-to-bumper, with 3 laps to run Tander set the fastest race lap, Murphy was 1/1000th slower. Tander threw



everything at the '05' car but couldn't find a way past and the Monaros crossed the line split by 0.3599 after 86,400 seconds of racing - the third placed Porsche 996 GT3 was 12 laps back. (Google '2003 Bathurst 24 Hour - the finish', 7 minutes of incredible viewing). Now, after sourcing original new parts from around Australia and their own workshop, GRM are building an identical car to the Bathurst 24 Hour winners for November's International meeting at Mount Panorama, the 'new' Holden Monaro 427C being driven by Garry Rogers himself during the Holden Bathurst Revival demonstration sessions. The Holden lion will roar again...

That pink truck. Seen out and about in recent weeks is a Higgins Concrete truck that's not in the company's usual green and white colours. This particular Mack has the green replaced by a striking shade of pink but there is a good reason, the rig is showing Higgins Concrete's support of Child Cancer. Great people, great cause...

Taking on the big boys. The MCC was well represented in last month's 'RACING LOCAL' e-Series to raise funds for their nominated business unable to trade during the COVID-19 pandemic. Brothers Brendon and Nelson Hartley were joined by Chris Pither, Justin Allen, Jacob Cranston and Kaleb Ngatoa, also on-board were local speedway stars Christian Hermansen and William Humphries. Gary Douglas Engineering became a sponsor and GDE bossman Chris Rooney's son Jackson joined the grid. For our members it was a very big task racing against people like Shane Van Gisbergen and Scott McLaughlin who are highly experienced e-racers, during the four round series SVG showed his amazing versatility and became the grand master, it must also be remembered that the top people had highly sophisticated simulators. Put that aside, for our people the real experience was racing on eight of the world's major tracks in eight different vehicles covering off-road trucks, rallycross,

Indycar, sports cars, sprint cars, prototypes, speedway saloons and Formula 1 at the original high-bank Monza circuit - all from the comfort of home and with no bills for damage! They supported a great cause, the racing attracted huge interest thanks to being globally accessible through live streaming, and it all began from an idea of





club members Brendon and Sarah Hartley. That idea was a dream that came true...

Useless fact no. 1. The first internal combustion engined vehicles were noisy, smelly things which had a propensity for scaring the bran out of the local horse populations. It wasn't long therefore before the very first muffler designed specifically for the new-fangled automobiles was patented. The American Reeves brothers knew they were on to a good thing in 1897 when they designed a metal box housing a set of tubes with holes in that dramatically curtailed the noise. And the horses were much happier ....

As we all know, Covid 19 has played havoc with motoring and motorsport events worldwide, however some organisers are fighting back and embracing the internet to allow events to happen. With the highly acclaimed Monterey Car Week (which includes the Pebble Beach Concours, auctions and historic racing) cancelled, the Petersen Automotive Museum's innovative and free-to-view virtual Car Week has been launched to fill the void. Featuring car shows, interviews, auctions and more, including a concours with celebrity judges, it will all happen in virtual reality on its dedicated YouTube channel. Find out more and get involved [here](#).



The end of May saw the 90<sup>th</sup> birthday of the Pininfarina design studio. Founded by Battista Pinin Farina who was succeeded by his son and grandson, they have been responsible for designing and building some of the most creative and desirable vehicles in existence along with cutting edge trains, buses, planes and latterly industrial and interior architectural design work. Iconic designs include the first commission, a 1936 Alfa 8C Berlinetta through to the 1959 Ferrari 250GT SWB, 1967 Dino 246, 1975 Ferrari 308 GTB and on to more mundane, but no less enduring models such as the MGBGT and Peugeot 205. Now owned by the Mahindra Group they continue to offer design and engineering solutions in the quest to fulfil the motto "we move dreams"





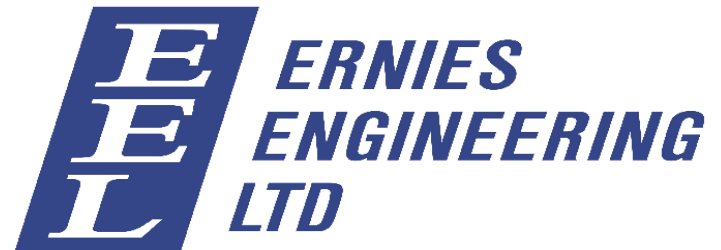
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The history of the Antarctic continent has extremely close links to New Zealand, expeditions first departed from our ports more than 125 years ago bound for the southern ice with the objective of exploring the vast region for scientific purposes, expeditions using Wellington, Lyttelton and Port Chalmers (Dunedin) as cast-off points.

In the 1950s the port of Lyttelton became the main base for US Navy icebreakers and supply ships, Port Chalmers the base for the 'picket ships' that supported flights between New Zealand and the Antarctic, Harewood Airport (later Christchurch International Airport) has been the base of the US Navy's 'Operation Deep Freeze' since the first flights south in December 1955 with ski-equipped aircraft.

Without doubt the greatest Antarctic story took place in 1911 when two explorers from two Northern Hemisphere countries set sail for the continent with a common goal that became the 'Race to the South Pole', it was an extraordinary tale of adventure, triumph, defeat, courage, death and controversy. History books show that Roald Amundsen's four-man party arrived at their destination on 14 December 1911 and raised the Norwegian flag over the South Pole, 34 days later the English team led by Robert Falcon Scott arrived to discover they had been beaten for the ultimate prize. Amundsen and his men returned safely to their base, Scott and his four companions perished on the return journey from starvation and the cold, a tragic end to an epic journey across incredibly difficult terrain. But there was controversy in Scott's homeland who regarded losing the 'race' as a threat to national pride, when news broke that Amundsen was aiming to claim the pole for Norway there was outrage with Amundsen being accused of concealing his plans to wrong foot Scott.

Forty-six years later there was another Antarctic controversy involving a "race to the pole", this time it was English explorer Sir Vivian Fuchs and Mt Everest conqueror Sir Edmond Hillary. Fuchs was the leader of the Commonwealth Trans-Antarctic Expedition (CTAE), Hillary the leader of the NZ Ross Sea Support Team. What is best remembered is Hillary's determination to proceed with his journey without the express permission of the CTAE, and against the instructions of the committee coordinating our country's contribution. Messages were 'misread' or simply ignored as Hillary's team laid the required series of supply food and fuel depots for the British crossing party to use on the final leg of their journey. There was a direct

instruction from both the committee and Fuchs himself to remain at Depot 700, the last in the chain, until Fuchs arrived. This was also ignored and at 12.30pm on 4th January 1958 the five New Zealanders led by Hillary arrived at the South Pole Station in their tracked Ferguson TE20 tractors (the same year





saw the introduction of the Massey Ferguson brand).

Fuchs arrived 20 days later to complete the first successful Trans-Antarctic crossing using three Sno-Cats, two tracked Weasel tractors and a specially adapted tracked Muskeg tractor. Hillary and his countrymen were the first to reach the pole overland since Scott in 1912 and the first to reach it in motorised vehicles - it was the second time that a British party had been deprived of the honour!

However the Massey Ferguson MF610 wasn't the first wheeled vehicle to be used in the Antarctic, the first was more than half a century earlier. Ernest Shackleton was the leader of the 1907 British Imperial Antarctic Expedition that had a number of scientific and geographical objectives as well as making an attempt to reach the South Pole. A car was on-board the *Nimrod* as deck cargo which meant leaving five ponies and stores behind at the Port of Lyttelton.

They were pioneering days of the motor car and the Arrol-Johnston company in Paisley Scotland built a car especially for the expedition, unfortunately for Shackleton it wasn't the hoped-for success. There were great expectations of the 4-cylinder air-cooled 15 horsepower car - *'Under favourable circumstance Lieutenant Shackleton computes that the machine can travel 150 miles in twenty-four hours and he thinks there would be a fair chance of sprinting to the pole'*.



The petrol engine had not been tested in extreme cold and a suitable system had not been devised for traction in the snow, skis could be fitted to the front wheels to assist with steering. When the car was lifted over the side of the ship for the first time it was standing on sea ice that was covered by about 8 inches of loose snow. The engine was started but *'the wheels turned violently around ... burying themselves to such an extent that the car moved not an inch'*.

Not a good start but things began to look more promising, driver/mechanic Bernard Day - *'My first journey was in August when I took some of the southern journey grub, about 1500 lbs weight, on two sledges and three people up sitting on the back member. For the first eight miles the ice was very good, but after that it was covered with drifted snow. I did about four miles an hour on this surface and about eight on the ice, over cracks and everything, some of them being 1 ft 6 in across. I firmly believed the old car could go anywhere, she could stand anything'*.

But that proved not to be the case, eventually it was only used in conditions where there were hard smooth surfaces, when the wheels became stuck in snow the men resorted to man hauling the sledge while the car returned to its base. It did help establishing stations 10 and 15 miles from the winter base, ironically the car often suffered engine overheating which meant the men had to wait in the cold for it to cool down again before it could be started.

The Arrol-Johnston covered around 500 miles during its time in the Antarctic environment before being shipped back to New Zealand and onto England where it was presented to a museum. While its story is one

of an overly ambitious attempt to conquer the vast continent, other leading early explorers had realised the potential of using cars on the southern ice and the Second Wilkins-Hearst Antarctic Expedition in 1929 shipped a 'Baby' Austin 7 to its base on Deception Island together with a caterpillar tractor. The '7' had eight wheels, each fitted with chains, and acquitted itself well moving stores and equipment, also helping with clearing the runway as required.

Only America could build a special vehicle like no other for the southern continent. Seventeen metres long, 6.06 metres wide, 4.9 metres high, loaded weight 34,000 kgs, powered by two diesel engines/four electric motors, fuel capacity 9,500 litres, range 8,000 kilometres, maximum speed 48 km/h, tyres 3 metres high and 1.7 metres wide, self-sufficiency capability of one year. It looked futuristic, its specifications read like some sort of sci-fi machine, in reality it became an embarrassing failure.

Following two years of designing, building the ambitious 'Antarctic Snow Cruiser' began in August 1939 and took 11 weeks to complete at a cost of US\$5.5 million in today's money. The design brief was for a transport vehicle with a crew of five, control cabin, machine shop, combination kitchen/darkroom, food storage, fuel storage and two spare tyres. The 'ASC' had many innovative features, heat from the engine's cooling system circulated through the entire cabin for heating, a pad on top of the vehicle could hold a light aircraft with a winch to lift the plane on and off, excess electrical power was stored in batteries for when the engine wasn't running. What could go wrong with the vehicle lent to the United States Antarctic Service?



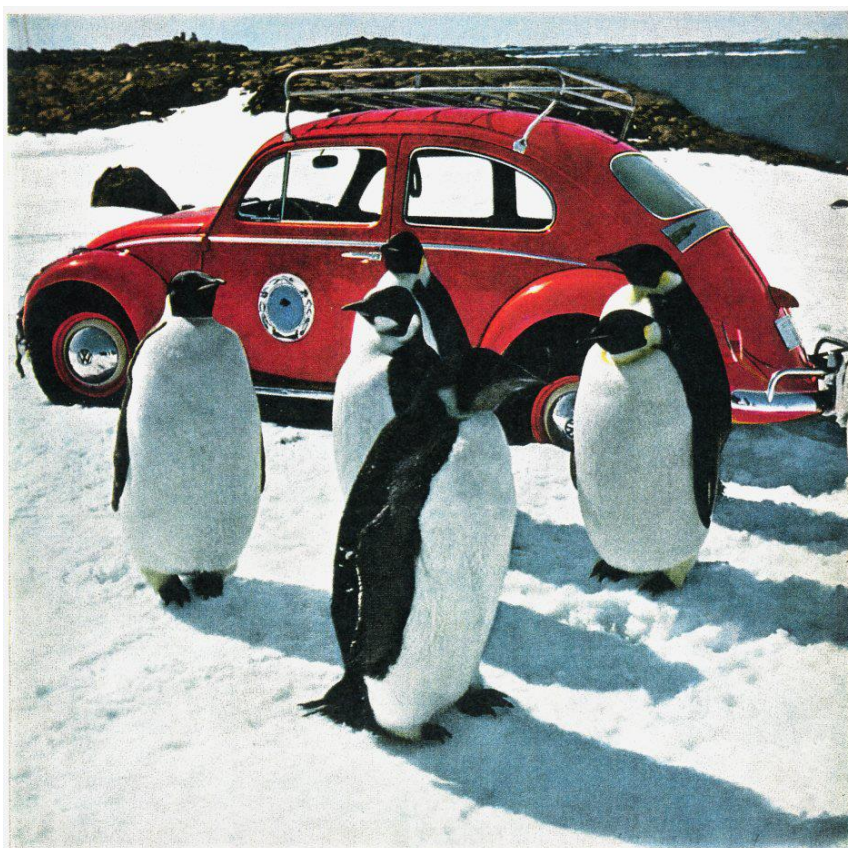
The first problem came during the delivery journey to the wharf for shipping when damaged steering caused the vehicle to drive off a highway bridge into a stream where it remained for three days before being recovered and loaded onto a US Coast Guard ship that departed mid-November 1939, arriving early January the following year. At Little America in the Bay of Whales a very serious problem surfaced, as the 'ASC' was being unloaded a wheel broke through the ramp but the big rig was able to power its way free, the problem was that it failed to move on the snow and ice!

The large smooth treadless tyres were originally designed for swamp vehicles and sank nearly a metre into the snow under the weight, the crew attached the two spare tyres to the front wheels and installed chains on the rear wheels but were still unable to overcome the severe lack of traction. Later the crew resolved the problem when they found the tyres gained more traction in reverse, its longest journey was 148 kilometres, driven backwards! After that the vehicle nick-named 'Penguin' or 'Turtle' went nowhere and was used by scientists as their working/living quarters.

When the expedition returned home in late December 1940 the Antarctic Snow Cruiser was left abandoned. In late 1946 an expedition team located the vehicle and found it only needed air in the tyres and simple servicing to get it running, they also abandoned it. Twelve years later an international expedition saw the long bamboo pole that marked its position and used a bulldozer to remove several feet of snow that covered the vehicle and found that the inside was exactly as it had been left. At least they were able to accurately measure the amount of snowfall since it was abandoned. Later expeditions could find no trace of the 'ASC', today it's believed to be buried deep under snow and ice or at the bottom of the Southern Ocean because of the constantly shifting ice shelf, so its final fate remains unknown.

In 1963 the first European motor car was shipped from Australia to the Antarctic on an ice breaker bound for Mawson Station, the base of the Australian National Antarctic Research Expedition. Motorised sleds were the most popular and proven form of transport but the expedition leader also saw it as a promotional opportunity in the same way as Massey-Ferguson would a decade later. He plucked a bright red Beetle off VW's Clayton (Melbourne) production line, the only modifications being the standard changes VW made for cars in Northern Europe and a set of 'Antarctic1' number plates.

With only a few hundred miles on the clock, the engine's oil replaced by kerosene-thin lubricant and snow chains fitted, the 'Red Terror' was put to work at its new home ferrying people and equipment over the 12 miles separating Mawson station from the Rumdoodle airstrip, the record time was 50 minutes which indicates how tough the terrain was. 'Red Terror' was also used for scientist's field trips and recreational purposes when the harbour froze over and the weather was good, pulling skiers or taking people out for 'Sunday' drives. The car returned to Australia after a year and 1,500 miles on the ice and returned to Volkswagen, but rather than let the historic Beetle languish in some museum it was taken on a VW Dealer promotional tour, when that ended and still wearing the 'Antarctic1' plates VW Australia entered 'Red Terror' in the 1964 BP Rally over a 3,500 kilometre route, it won!



The last historic crossing of the Antarctic was made in 2014 and would involve the Massey Ferguson name. Dutch adventurer, actress and storyteller Manon Osservoort had a dream of driving a tractor from her homeland to the South Pole and along the way tell the story of her journey to local people. Driving a 30 year old and well-used Deutz Fahr tractor, Osservoort and her faithful dog left the starting point in the north of Holland in the summer of 2005, on the road from sunrise to sunset they travelled across the width of Europe to Kosovo then down the length of Africa from Egypt to the Cape of Good Hope, a three and a half year odyssey covering a distance of more than 23,000 miles (37,000 kilometres) in an old tractor with a maximum speed of 20 km/h. Soon after starting Osservoort became known as the 'Tractor Girl', but her dream of a journey to the end of the world was shattered when told the sailing of the connecting vessel to the Antarctic had been cancelled.

The Massey Ferguson name had received great global exposure from Hillary's historical crossing, hearing of her plight in 2013 planning began for 'Tractor Girl' to continue pursuing her dream driving a big new Massey Ferguson MF5610. Powered by a 3.3 litre 3-cylinder engine developing 110 horsepower the tractor had four-wheel drive and was modified to meet the expected polar conditions, testing/training was carried out in



Iceland and Canada with tyres from Swedish manufacturer Trelleborg being the most suitable for the task ahead.

Late the following year the MF5610, 6-wheel-drive support vehicles, equipment, spares and the six team members of 'Antarctic 2' were flown to Russia's Nova Base in a giant Ilyushin transport aircraft, destination South 90. With 24 hour sunlight the final leg of the journey began with 'Tractor Girl' enjoying the comfort of a heated cab, after 17 days and 2,500 kilometres traversing extreme ground conditions the small convoy led by the Massey Ferguson arrived at the South Pole on 9th December 2014 to become the first wheeled vehicle to cross the Antarctic - the now 38 year old's dream had finally been realised.

After spending a short time at the American South Pole Base Ossevoort and her team started on their return journey to Nova Base, stopping on the way to build a giant snowman around a container packed with messages written by people along her remarkable journey that had started nearly a decade earlier. Mission final accomplished, the final chapter closed in Tractor Girl's amazing story.



Antarctica has so many extraordinary stories to tell, some tinged with incredible sadness as great and heroic men lost their lives fighting its harsh conditions. Remarkably, historians are unable to agree on who actually discovered the continent, what is certain is that Captain James Cook was the first to cross the Antarctic Circle in January 1773 and discovered nearby islands but he was still 150 miles from the mainland. A Russian Expedition made the first confirmed sighting of the mainland in January 1820 and there are claims that American whaler Captain John Davis set foot on the mainland a year later - Antarctic controversy began 90 years prior to Amundsen beating Scott to the South Pole.

There must be many more untold or unheard stories from the 'Deep South'. Undisputed is the fact that wheeled vehicles have played their own special role creating history in the world's most challenging environment. Expedition leaders took big gambles and only twice were there failures to meet man's expectations...

RH

*Eds note; For those interested there is possible evidence of the Antarctic coastline in the Piri Reis map of 1513, the source material for this map has never been found.*



## THE ENGINE ROOM SPRINT SERIES ROUND 2 REPORT

SHATS  
BY  
TAY-B

A sunny Whanganui day welcomed competitors to Round 2 of the 2020 Engine Room Sprint Series located in the small settlement of Fordell, south east of the Whanganui city. Fordell Rally Sprint is a return to an old rally road and one the series last used in 2017; Matarawa Valley road. The start is along a fast straight before dropping down and twisting into the bottom of the valley where the road runs alongside the rail line, fast straights with blind crests lead into a fast but technical section with 100 metres of tarmac towards the end. The crown on this road is big so staying in the lines is essential.

Competitors ranged from Whanganui locals like Paul Tulloch in his V8 MR2, father and son team Peter and Mason Grimmer both driving the wild Mazda BFMR and regular series competitors like Scott Harland in his Mini, Simon Bicknell in his WRX and Richard Prouse in his BMW.

A recce run followed by a timed practice and 3 official runs would be the order of the day.

Everyone was ready for run one after coming to grips with the amount of speed possible and the crown of the road noted during the practice run. Immediately, Peter Grimmer in the Mazda set the pace with Daniel Feck in his FTO and Mason Grimmer hot on his heels. The battle for the top spots was on with William Menzies in his Evo 6, Rex Vizable in his RS Legacy and Robin Feck in the MR2 all within a few seconds of the top three and only one hundredth of a second between them. Jackson Clendon in his Fiesta was continuing to have misfire issues the same as the last round but it didn't stop him putting up a good time ahead of a two wheel drive battle between Greg Browne in his Integra, Euan Beattie in his front wheel drive Corolla and Thomas Good in his Mk1 escort.



Not a lot changed during run two but Daniel managed to take the lead from Peter by two seconds, Jackson had sorted the misfiring on his Fiesta and made up considerable time putting him in a battle for top two wheel drive with Robin Feck. Mid Field, Keith Stewart (Yeti) in his RS Legacy was leading a battle with John Bouzaid in his MX5 and Simon Bicknell in the WRX all posting similar times.



Run three and time to see how some of the battles for positions throughout the field would play out. Daniel knew he would have to pull out a tidy, fast run to keep ahead of Peter's Mazda. Jackson had the misfire issues sorted in the Fiesta and was now coming for Robin in the MR2 and the top two-wheel drive spot. Both drivers broke the three-minute barrier, but it was Jackson who won the honours by a mere tenth of a second.

By the end of the day the results showed the top three battle was won by Daniel. Peter came in second narrowly beating son Mason in the last run. Scott Harland took the class A win with a flat out drive in the Mini. Thomas Good in the Escort won class B from Greg Browne in the Honda and John Bouzaid in his topless MX5. Class C was won by Jackson Clendon from Robin Feck in the MR2, Euan Beattie in the Corolla and Paul Tulloch in his MR2 both tying for third in class. Class D was won by Daniel Feck ahead of William Menzies and Kim Lace both in Evo 6s. Class E was won by Peter Grimmer from son Mason and Rex Vizable third.

The drive of the day would definitely have to be Mason Grimmer with only a few events under his belt he drove the BFMR hard and the results showed. We look forward to seeing this family team and their awesomely wild Mazda back at more of our events.



Well done to all competitors and a big thank you to Bryce Hackett for organising the event along with all the volunteers and Wanganui car club. Currently our series is on hold due to covid19 and we will be reviewing where we are after motorsport gatherings are possible. Thank you for following us and to keep up to date please follow the Engine Room Sprint Series Facebook page or contact us at [ersprintseries@gmail.com](mailto:ersprintseries@gmail.com)





# RACING STEAM

A vintage steam locomotive, painted in a dark green or black livery, is pulling a blue passenger car. The locomotive is emitting a thick plume of dark smoke from its smokestack. In the foreground, a dark-colored classic car, possibly a Bentley or similar, is parked on a dirt road. The car has large spoked wheels and a sleek, aerodynamic body. The background shows a grassy field and a clear sky.

This story takes you back to the 1920s, when wealthy Englishmen enjoyed the allure of Southern France that was their European playground. It was the time when Bentley won the Le Mans 24 Hour race in four successive years, it was the time of the ‘Bentley Boys’ led by financier and racing driver Woolf ‘Babe’ Barnato.

It was also a time when two people racing each other on Europe's roads wasn't as challenging and exciting as racing against trains over long distances, in particular the Calais-Méditerranée Express that carried wealthy and famous passengers in luxury between the northern French port of Calais and the French Riviera overnight with its final destination Menton near the Italian border. Known as *Le Train Bleu* (The Blue Train) because of its dark blue sleeping cars, there were locomotive changes at Dijon and Marseilles, and twelve station stops along the way with the most popular destinations being St Raphael, Cannes, Nice and Monte Carlo (Monaco) on the Mediterranean coast.

In the late 1920s and early 1930's there were record-breaking attempts that matched the automobile against the train with the rationale of comparing comfort, reliability, durability, speed and performance against the mighty steam powered leviathans. Some of the races were to promote cars, some the manufacturer, while others were about individuals showing off their adventurous spirit, 1930 was the year that three significant races took place, one becoming the most famous of them all.

In January the Rover Company in Coventry were the first serious bid to take up the challenge with its new Light Six, a stylish 2-door saloon powered by a 45 horsepower 2.0 litre straight six engine giving a top speed of 97 km/h (60 mph). A race against the Blue Train was planned from Calais to the resort of St Raphael on the Cote d'Azur.

Rover's Publicity Director Dudley Noble came up with the idea in the hope that the race and the publicity gained would turn the company's fortunes around. It had been calculated that with circumnavigating Paris, twelve scheduled stops and two locomotive changes the train would average about 65 km/h (40 mph) despite running at speeds over 100 km/h, to win the Rover would have to be driven virtually non-stop on often rough roads.

Noble drove the Rover Light Six himself with the assistance of the company's test driver, and to gain the maximum exposure the *Daily Express* newspaper motoring editor was taken along for the ride. Unlike subsequent races the first attempt was from north to south but the crew were beaten by fog that made driving impossible, they were an hour ahead of the train after 5½ hours driving but aborted the run at Chanlon when their average speed had dropped to 25 mph for the first 300 miles. They continued the

# "THE CAR THAT BEAT — THE BLUE TRAIN"

VIDE  
THE  
DAILY  
MAIL

WILMINGTON, Delaware, Jan. 15 (AP)—The Blue Train kept the Riviera coast of the Mediterranean from Central Europe, down all, closed to the pleasure of California, Florida, Mexico, and all the rest of the world.

The train, however, was not a passenger train, but a mail train. It was the only train in the world that was not a passenger train. It was the only train in the world that was not a passenger train.

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and the same was true of the Blue Train. It was the only train in the world that was not a passenger train. It was the only train in the world that was not a passenger train.

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The train, however, was not a passenger train, but a mail train. It was the only train in the world that was not a passenger train. It was the only train in the world that was not a passenger train.

Between Milan and Naples, the train was the only train in the world that was not a passenger train. It was the only train in the world that was not a passenger train.

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THE CAR WITH THE  
TWO YEARS GUARANTEE



journey to St Raphael when conditions improved and prepared for a second cross-country attempt from south to north.

The race 'restarted' the following evening but nearly ended 50 kilometres from the start when the co-driver lost control and put the car into a ditch, it was hauled back on the road suffering only a few dents and a damaged muffler, and they continued on their way! Despite the setback and terrible weather the Rover crew made it to the Channel crossing point 20 minutes before the train arrived, averaging 61 km/h (38 mph). It was the first time that 'Le Train Bleu' had been beaten and the Rover team became celebrities through the columns of the *Daily Express* - other publications disapproved of such behaviour and only briefly mentioned the feat.

In early March a Mr E J P Eugster and his co-driver challenged the famous train over a slightly longer distance from Cannes to Calais driving the new Alvis Silver Eagle, a drop-head roadster powered by a 2.4 litre inline six cylinder engine with three SU carburettors and capable of 120 km/h (74 mph). Following his epic drive Mr Eugster wrote an article that was published in a prominent English motoring magazine: -

*"The new three-carburettor sports Alvis is a very nice, fast motor car; let us, therefore go to the South of France, play a little golf, and then, on the journey home, set ourselves a race against the Blue Train".*

'It is cold and just getting dark, and somehow we rather envy those two who have come as witnesses, to see us off. For while we would be travelling through the night, they would be comfortably in bed at Cannes. Hastily we say goodbye and dash-off in pursuit.

We are lucky, definitely lucky; the night is dry and clear, and we soon settle down to a steady 55-60 miles an hour along the fine straight road to Brignoles. And now that we have started, we have no time for regrets; the job is in hand, and we have the reputation of the Alvis and perhaps ourselves to, to uphold. Aixen-Provence, 76 miles away, is made on schedule; next Avignon, ten minutes ahead of time. We change drivers, have some coffee, and make some quick calculations. At this rate we should make Lyons by 12.30am and that would already be one hour ahead of the train.

The grey of the road turns black, and an ominous wiggle of our tail call for reduced speed, for it is greasy hereabouts. Five o'clock finds us in Avalon. More than half the journey done. It is cold now bitterly so, but what matter? We are doing well.

It is they say always darkest before the dawn, and so it seems; but gradually the blackness of the night gives way to grey. The lights grow steadily less bright: visibility becomes better. Dawn sees at Sens and now it is light, there are workmen on the road and the speedo needle is at a steady 70.

Soldiers at Fontainebleau marching to early parade see a dirty, dusty British car race through. It is only seven - 300 miles to go. The world is awake when Versailles is reached - and then over bad roads skirting Paris.

The sun is shining, our spirits rise. It is not yet ten when Beauvais is reached. It is all over now. We stop for petrol, then reel off mile after mile at maximum speed. Comes, Abberville, and Boulogne; then on frenziedly into Calais itself.

What is the time?

..... 12.15pm

**Three hours to go before the train comes in!"**

E.J.P. Eugster - *Autocar* April 1930

Other reports tell of the Alvis Silver Eagle facing heavy rain in the Lyon area, and there was a problem getting petrol in that town at 4.00am in the morning, waiting at level crossings between Lyon and Versailles and a twenty minute stop

Page 25 of 40

The 3 ALVIS

on one filling of WAKEFIELD

ON the evening of February 24th, a standard ALVIS Silver Eagle took the Calais road at St. Raphael just as the proud Blue Train most luxurious of Continental "rapides" — gathered speed at the start of its 720-mile run from the Riviera. All through the night, the Silver Eagle flew across the sleeping country for the coast. When daylight came, a stretch of 112 miles was covered in two hours. Just after noon, the ALVIS was in Calais—three hours before the famous express

**"Silver Eagle" outwings the BLUE TRAIN.**

**CASTROL XL**

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at another crossing before Calais added time to the journey.

Both Rover and Alvis proved that Le Train Bleu, the pride of France, could be beaten in a race across its homeland, both companies capitalised on their successes with large advertisements in the major British newspapers. But the greatest car versus train race of them all was on the horizon.

During the late 1920s cars entered by Bentley Motors won the famous Le Mans 24 Hour race consecutively in 1927/28/29, first with the 3.0 litre Super Sport followed by the 4½ litre and Speed Six models. At that time there was a group of wealthy British motoring enthusiasts who raced Bentley cars with great success, the 'Bentley Boys' who were a high-spirited group of amateur drivers who helped create the Bentley legend - sportsmanship, more than success and wealth was central to their friendly competitiveness. Sammy Davis once wrote *'There was real joy in the fact that one's rivals were one's friends'*.

They achieved great success at Le Mans and circuits like Brooklands and Montlhéry, enjoyed a playboy lifestyle, stood out from the crowd and wore white overalls with a small 'Flying B' logo - their legacy, *'they invented motor racing with style'*.

There were many prominent names in the group, Woolf Barnato was the heir to the Kimberley diamond and gold mining empire in South Africa, S.C.H. 'Sammy' Davis (Sports Editor of Autocar), Sir Henry 'Tim' Berkin, Dr J. Dudley Benjafield, pearl fishery magnate Bernard Rubin and aviator Glen Kidson, all Le Mans winners - Barnato won the French classic three times.

Much of Barnato's fortune was invested in the financially struggling Bentley Motors Limited after he became chairman in 1925, under his watch the company produced the famous supercharged 4½ litre 'blower' Bentley in 1929, but the Great Depression slowed demand for expensive cars and the company was sold off to Rolls-Royce in 1931.

The Bentley Boys favourite playgrounds were the resort towns along the Cote d'Azur on the Mediterranean coast, on March 12th 1930 a number of the 'Boys' were at the Carlton Hotel in Cannes and there was much talk about the two previous Blue Train races, Barnato dismissed their efforts claiming that he could not only beat the train to Calais, he could reach his London Gentlemen's Club before the express pulled into Calais! That involved an 80-minute ferry ride across the English Channel and a 70-mile drive from the port to London.

The following day, after an afternoon round of golf, Barnato and his co-driver Dale Bourne (an amateur golfer and one of the 'Boys') waited at the bar of the Carlton Hotel until the train departed Cannes at 5.45pm, the pair finished their drinks, got in Barnato's 6½ litre Bentley Speed Six saloon and drove to Calais through a foggy rainy night, they refuelled at pre-arranged stops at Aix-en-Provence, Lyon, Auxerre and Paris, and had to replace a blown tyre before arriving at the port of Boulogne near Calais at 10.30am the next morning to catch the ferry's 11.30am sailing.

Following the channel crossing Barnato was first car off the ship, quickly waved through Customs and drove cautiously to London as they had no spare tyre, it was 3.20pm when he clocked-in at the Conservative Club at 74 St James Street after covering 1,340 kilometres (830 miles) in 22½ hours at an average speed of 69.69 km/h (43.43 mph) - the Blue Train arrived in Calais 4 minutes later!

The race came at a cost however, the French authorities fined Bentley Motors 160 pounds for racing on public roads and banned the company from exhibiting at the 1930 Paris Motor Show. Perhaps there some form of pay back in June when





Barnato and co-driver Glen Kidson led a Bentley one-two finish in the Le Mans 24 Hour race, for Barnato his third successive win from three starts, Bentley withdrew from racing at the end of the year.

Controversy soon began, there were stories of 100 and 200 pound bets but Barnato always insisted that no bets were made, and no money changed hands. For decades a much bigger argument raged over what car he drove, it was definitely a Bentley Speed Six, but .....

Barnato drove a four-door H. J. Mulliner bodied Speed Six Saloon in the race that became known as the 'Blue Train Bentley', more than two months later on 21 May he took delivery of a new Speed Six Sportsman Coupe with streamlined fastback bodywork by Gurney-Nutting. Barnato named it the 'Blue Train Special' in recognition of the race, but it too became known as the 'Blue Train Bentley' and the confusion began.

The Gurney-Nutting-bodied car continued to be regarded as the car that had raced the train, no doubt fuelled by motoring artist Terence Cuneo's famous painting that showed the Bentley fastback slightly ahead of the train charging through the French countryside. Contradicting the portrayal in Cuneo's painting is the fact that Barnato never followed the train's route, the challenge was point-to-point meaning he drove the shortest possible distance on the quickest roads and never saw the train.

Barnato's own account of the race published in the 1946 British Racing Driver's Club Review referred to 'my Speed Six saloon', keeping petrol cans in the boot, and having only one spare tyre. The Gurney-Nutting Sportsman Coupe had no boot and two spare tyres, one on each side of the bonnet. All the controversy did was fuel the legend of Barnato and his Bentley winning the race against The Blue Train. There is no photographic evidence showing Barnato and Kidson with their car outside the Carlton Hotel or the Conservative Club, and as the years passed the man himself didn't confirm or deny either claim, keeping the myth alive.

The English 'CAR' magazine attempted to recreate Barnato's journey using a 2015 Bentley Continental GT3-R and better the Speed Six's average speed of 43.43 miles an hour. In contrast to 1930 all the roads were smooth and sealed, tyre technology was vastly improved, the GT3-R had 572 horsepower compared to the Speed Six's 180, yet they only improved on the average speed by a small margin.

There was a London socialite who raced the train three times, failing to achieve her goal on each occasion, the last in June 1939. Mrs Peta Fisher liked gambling and fast cars and accepted the challenge made by Binkie Beaumont that she couldn't beat the Blue Train from Calais to Antibes on the Cote d'Azur between Cannes and Nice, a journey she claimed to have done previously in 23 hours. Driving her 1933 Rolls-Royce Phantom II Continental coupe, Mrs Fisher took her chauffeur along in case of a breakdown, but for the lady there was no third time lucky.

Britain's RAC (Royal Automobile Club) publicly condemned Blue Train races, so enthusiasts turned to race other trains. Rover's Dudley Noble attempted to beat the Oriental Express from London to Venice, others challenged the England to Scotland express trains.

Putting the Blue Train races aside, a less controversial race took place on 25 April 2009 and was screened world-wide on television, the 'Top Gear Race to the North' from London to Edinburgh. It was dubbed the 'A1 versus A1'.

The steam locomotive used was the brand new 'Tornado' that was based on the design of the 1949 Peppercorn A1 Class British Railways express loco, the vehicles were also of 1949 vintage, a Jaguar XK120 and a Vincent-HRD Black Shadow motorcycle that had to use the A1 primary road (the modern M1 motorway wasn't opened until 1959). The rules were simple with all three 'vehicles' running 'as quickly as legally possible', the car and motorcycle observing the UK 70 miles an hour (110 km/h) speed



limited while the Tornado was restricted to its approved 75 miles an hour (121 km/h) main line top speed were the line wasn't speed restricted. The A1 road distance was 413 miles (665 kms), the train ran the 390.2 mile (626 km) East Coast Main Line.

The three Top Gear presenters drew (??) for vehicles, Richard Hammond rode the Black Shadow, James May drove the Jaguar and Jeremy Clarkson was on the footplate of the locomotive, shovelling coal.

At 7.25am a blast on *Tornado's* whistle signalled the start from London King's Cross Platform 1, the finish line was the bar of the Balmoral Hotel close to Edinburgh's Waverly Station.

Hammond was immediately delayed as he changed into leathers and struggled to start the bike. Already well behind he lost more time after sludge from the fuel tank entered the fuel lines and blocked one of the carburettors, so it became a two-horse race. Hauling ten coaches weighing 358 tons the *Tornado* had stops to replenish water and coal, arriving one minute ahead schedule at 3.26pm. On the road May was been hampered by the Jaguar's limited fuel range and an unreliable fuel gauge which forced him to make frequent stops for petrol. On arrival Clarkson ran to the Hotel, but May was already there drinking a pint! The winning margin was 'no more than 10 minutes'.



The race took place in great secrecy as it was to be the main feature of the first episode of the 13th Top Gear series that actually screened on 21 June. The rail charter was directly tele-marketed to around 200 of Steam Dream's regular customers as one their regular Cathedrals Express tours - all the passengers knew was that it was to be an 'attempt to achieve the fastest steam hauled trip between London and Edinburgh since the 1960s'.

Capable of speeds exceeding 100 miles an hour without restrictions, *Tornado* arrived at Waverley exactly 8 hours after departing King's Cross, numerous stops for water and coal (included a driver/fireman change) accounted for 96 minutes which made the train's actual running time 6 hours and 24 minutes.

Top Gear's 'Race to the North' was certainly epic in its own way with the extraordinary logistics needed to make it happen, that fact it was able to be filmed in such secrecy is even more extraordinary - perhaps of greater significance it would be the final time that car raced steam

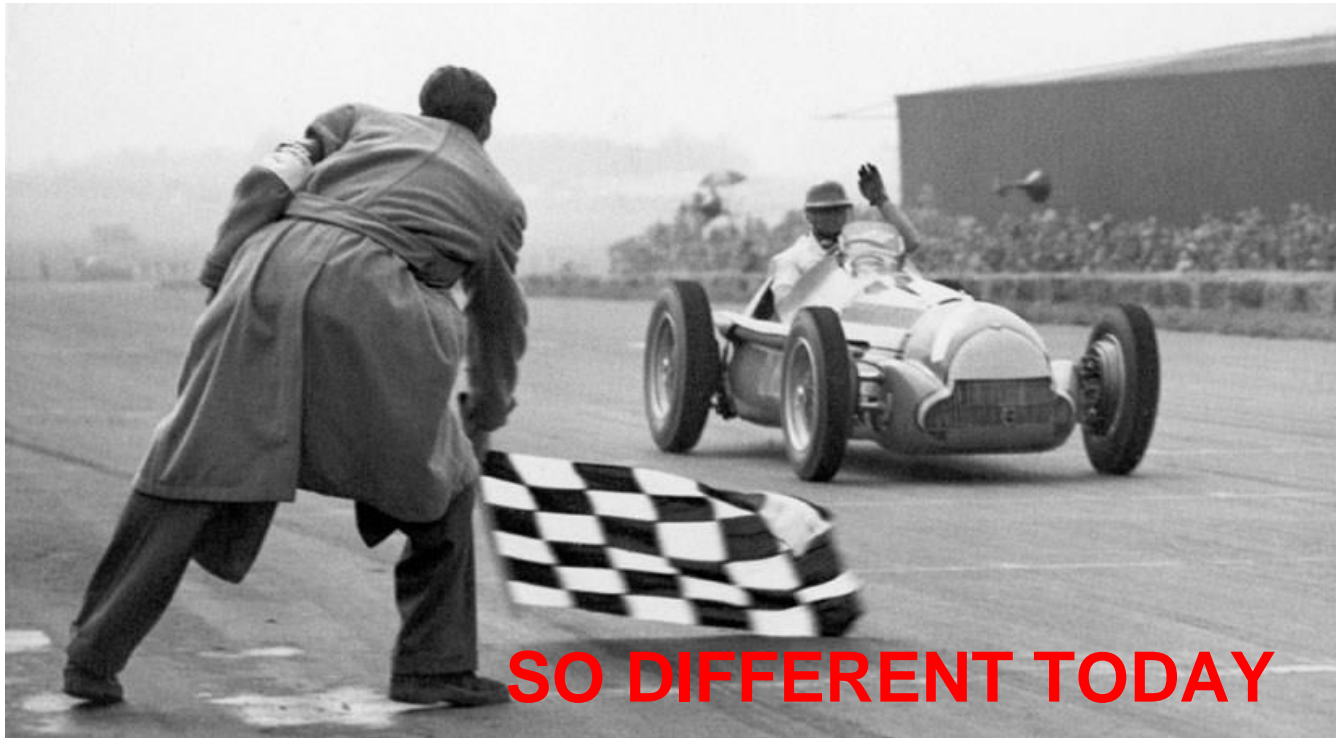
No car versus train challenge can be compared with Woolf Barnato's race against the Blue Train seventy-nine years ago. What started out with banter over drinks involving the Bentley Boys ended with Barnato saving his reputation as the group's best racing driver. The road surface conditions encountered along the way, battling heavy rain and fog, searching for a crucial refuelling rendezvous in the middle of the night, a blown tyre, a man's reputation and the post-race controversy over his car were all elements of an amazing story never to be repeated - the Blue Train legend was created because Woolf Barnato just wanted to prove a point...

RH

P.S. Created by a private French railroad company the Blue Train's prime travelling season was between November and April when wealthy travellers escaped the British winter to holiday on the French Riviera. Following the Great Depression (1929-1939) and the devaluation of the English pound passenger numbers greatly reduced, the luxury carriages went from ten to two with second and third class sleeping cars being added to the train to carry middle and working class French holidaymakers to the South of France. In 1945 scheduled airline services began between Paris and Nice, which quickly became the preferred way to travel for the wealthy. Faster trains were introduced to the run in the 1980s and by the end of September 2003 the name *Le Train Blue* ceased to exist on the rail network.



The faster trains were later replaced by even faster trains, the high speed TGVs that could travel at up to 320 kilometres an hour (200 mph) and reduced the travel time from Paris to Nice from 20 hours to 5 hours and 37 minutes. An average of twenty-seven trains ran daily with passengers again enjoying luxury and style with ticket prices starting at 19 Euros (NZ\$33.50) - the TVG has speed and style, but will never enjoy the international fame of *Le Train Bleu*...



Whether you talk about the cars or the drivers, grand prix motor racing today is all about money, some refer to it as 'cheque book racing'.

Over the years teams have dropped out because of the ever spiralling costs, and there's the question - where would F1 be without the mega millions received in sponsorship money or in some cases money a driver has brought to a team, 'buying' a drive with talent seemingly a secondary consideration.

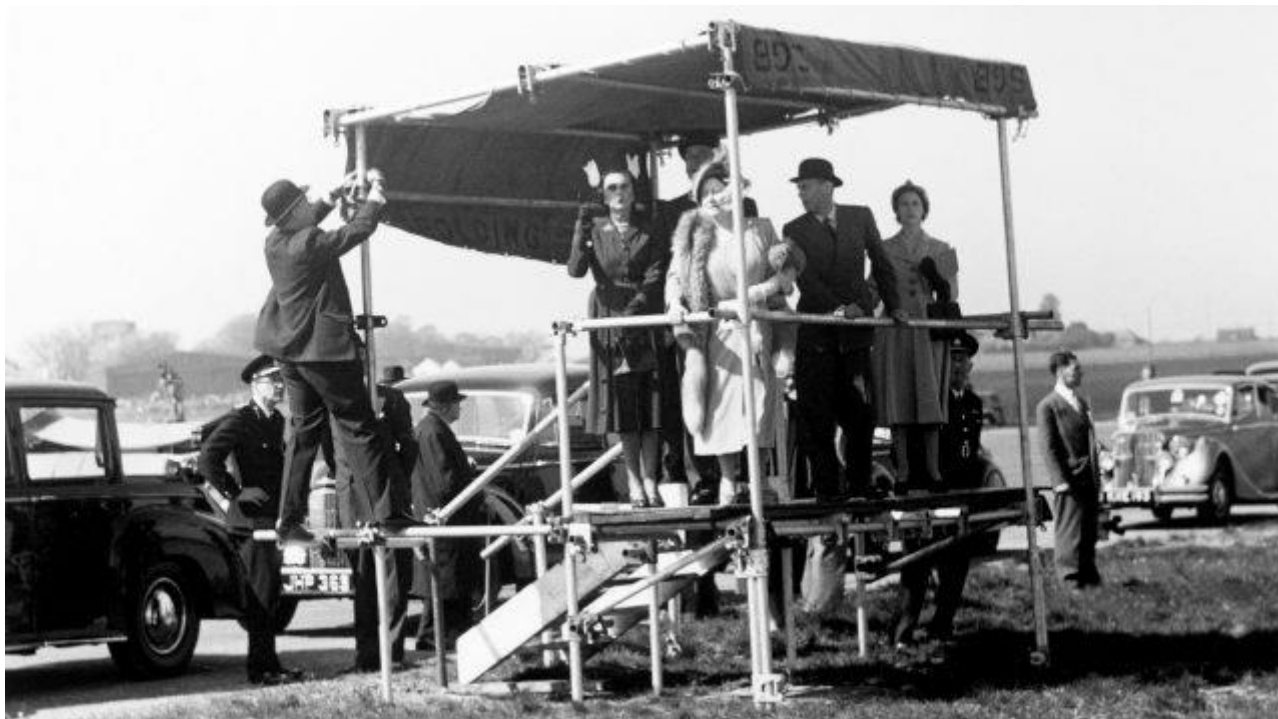
It can't be denied that F1 is a rich man's sport, it's also a sport that makes men rich with drivers being paid very large sums of money to fuel rock star lifestyles. That's today, what about yesterday?

On 13 May there was a very significant anniversary, 70 years since the first world championship grand prix race was held at the Silverstone circuit in England. Uniquely the race had two names, officially it was the Grand Prix d'Europe, the first time that the title had gone to a race outside France or Italy, but because the race was being held in the Great Britain the British Grand Prix name was incorporated - record books refer to the race as the British Grand Prix.

It was to be the race where BRM hoped to debut their 1½ litre V16 challenger, but a series of technical problems meant the car only did a handful of pre-race demonstration laps driven by team founder Raymond Mays - the complex racer made its GP debut a year later at Silverstone.

Those record books show that Giuseppe Farina won the 70 lap race by 2.6 seconds over Luigi Fagioli with Englishman Reg Parnell fifty-two seconds behind the winner completing a clean sweep for Alfa Romeo, the fourth car driven by Juan Manuel Fangio retired at the end of lap 62 when a broken oil line resulted in damage to the engine. During the race Parnell's car struck a hare crossing the track, the animal put a significant dent in the radiator cowling, but the engine cooling wasn't affected. Such was the Alfa Romeo domination that the fourth car home, a Talbot-Lago driven by Yves Giraud-Cabantous was two laps behind! The 1950 race was certainly of great historical significance, but there were also many interesting side stories.

Joining the estimated 120,000 spectators was His Royal Highness King George VI, joined by Queen Elizabeth and Princess Margaret together with Lord and Lady Mountbatten - it would be the only occasion that a reigning monarch attended a motor race in Great Britain. There was also an aristocratic look about the list



of 21 drivers participating with a Thai Prince and a Swiss Baron on the starting grid - Prince Birabongse Bhanudej Bhanubandh was a member of the Thai royal family who was better known as Prince Bira or B. Bira in motor racing circles, he competed twice in the New Zealand Grand Prix, winning the 1955 race at Ardmore driving a Maserati 250F. Baron Emmanuel 'Toulo' de Graffenried had won the 1949 British Grand Prix, following the 1950 race he went on to compete in 23 grand prix races driving Maserati or Alfa Romeo cars, finishing third in the 1953 Belgian GP - two years later the Swiss driver acted as a 'double' for Kirk Douglas in the action scenes for the movie 'The Racers'.

There was a third 'celebrity' driver in the race, Belgium's Johnny Claes, a well-known and successful jazz trumpet player who enjoyed great popularity with his own band, the 'Claepigeons', regarded as the best swing combo of its day. He competed in 25 grand prix races with little success, his greatest moment off-stage was winning the 5,000-kilometre Liège-Rome-Liège Rally in 1953, driving a Lancia Aurelia GT single-handed for 52 hours with the assistance of a navigator.

In the 1950 British Grand Prix the Maseratis of the Prince and the Baron failed to finish, the Talbot-Lago of the jazz player crossed the line in 11th place, six laps behind the winner who was also more than a racing driver. Giuseppe 'Nino' Farina (a nephew of the legendary coachbuilder Pinin Farina) held a Doctor of Engineering degree, he won three of the six races that year and became the first world champion.

Today's grand prix drivers are a completely new breed compared to 70 years ago, Alfa Romeo's Kimi Raikkonen is the elder statesman at 40 years of age. In that 1950 British GP the **average** age of the drivers was 39 years, three of the drivers were in their fifties (Philippe Etancelin 53, Luigi Fagioli 51, Louis Chiron



50), five more drivers were in their forties including race winner Giuseppe Farina (43), the youngest driver was 29 years old. The great Argentinian Juan Manuel Fangio was 47 years old when he won his fifth world title in 1957, Louis Chiron's final race was the 1955 Monaco Grand Prix where he finished 6th, the Frenchman was 55 years and 292 days old - a record that's unlikely to be beaten as the new generation will be long retired at that age.

That Grand Prix d'Europe - British Grand Prix seventy years was the beginning of a new chapter in our motor racing history...



# THE HARTLEY FILES



The Hartley's might be half a world away from their Monaco base and half a world away from the hub of motorsport, they might be out running or cycling on Taupo's trails, they might be doing puzzles or just enjoying home life, or they just might be doing something involving motor racing with a difference. With so many countries getting into e-Sports why not create a racing series with a true kiwi flavour to help struggling local businesses in their hour of need caused by the COVID-19 lockdown.

Recognising the truth in the old saying 'two heads can be better than one' Brendon called on Chris van der Drift, a three time winner of the Porsche Carrera Cup Asia Championship, the seeds were sown and with the support of their partners, friends and management group 'RACING LOCAL' was created, powered by the Giltrap Group in partnership with SOS Business.

Naturally there was some apprehension about attracting enough entries but the floodgates opened and the entry had to be closed off on the first night, it made impressive reading - the names of McLaughlin, Van Gisbergen, Heimgartner, Murphy, Bamber, Cassidy, Lawson, Armstrong, Leitch, Alexander, the Hartley brothers, Simon Evans, Mitch Evans, Jaxon Evans, Paddon, speedway champions Sam Waddell and Christian Hermansen and Madeline Stewart were among those on the list. Also taking part were a small number of 'sim racers' who seized the chance to race with the big names

Facebook - Wow, *Racing Local* entries filled up quick! We are working on a qualifying event to allow more entries and ultimately 'race' funds for more NZ local businesses in week 2. Going to be fun.

SOS Business was set-up to allow people to buy vouchers for future purchases ensuring businesses still have income despite the lockdown. Drivers nominated the SOS affiliated business they are racing for with the prize pool from each round distributed on a sliding scale with first to eighth places the big dollar winners - before the opening round \$8,000 had been raised in entry fees and sponsorship!

On the first Friday of May the first leg of Round 1 of the series was raced on the Daytona International Speedway road course driving Radical 8 sports cars, like the one yachtie Grant Dalton races at Manfeild, with one of the commentators being former Aussie Supercar voice Greg Rust. Following two qualifying heats there was a 16-lap final with 43 cars facing the starter, no shortage of action with the outcome decided on the final lap with Van Gisbergen leading Lawson and McLaughlin at the white flag. It was all about slipstreaming on the banked sections of the circuit, their positions kept changing and the trio were





three wide as they took the checker, separated by 8/1000ths of a second with McLaughlin getting the judge's nod over SVG, simply sensational. Brendon crossed the line in 8th place, Justin Allen was 21st a lap down.

Onto the second leg at the 'Sprintcar Capital of the World', Knoxville Speedway in the state of Iowa, from bitumen to dirt in 360 cubic inch 700 horsepower winged racers. Following the usual qualifying heats 28 cars lined up for the 16 lap A-Main final that became a one-lap dash after a late race caution period, won by Western Springs pedaller Breyton Davison by 4/10ths over karter Matthew Payne with a two second gap to SVG in P3, McLaughlin placed 6th and Lawson 12th this time - with 10,000 on-line viewers it was a



great start for the Hartley's vision, RACING LOCAL had arrived with \$10,000 being raised in the first week.

Round 2 of 4 took place a week later and was again oversubscribed with more and more people wanting to take part. On the grid for the first time were MCC members Justin Allen and Kaleb Ngatoa, joining the pair was driftmaster Mad Mike Whiddett. This round was also in the Land of Uncle Sam on sealed bitumen and clay surfaces, Road Atlanta in Georgia and the Eldora Speedway in Iowa.

Road Atlanta is 4.08 kilometres long with 12 turns, the cars were Riley Daytona Prototypes like Brendon drove for Starworks Motorsport in the 2013 Rolex Sports Car Series in the USA. In Qualifying Liam Lawson claimed the fastest time ahead of Shane Van Gisbergen and won Heat 1 from Andre Heimgartner and Callum Edge, victory in Heat 2 went to Matthew Payne ahead of Tom Blomquist and Brendon Hartley. In the main race some of the big names had problems with the circuit, the powerful cars, the pressure or contact from other competitors. There were no problems for the Supercar stars with SVG taking the chequered flag 2.8 seconds in front of Heimgartner who headed Blomquist by 4/10ths after a do-or-die final lap battle.

There was an inter-state trip to the famous Eldora Speedway, a ½ mile 'high bank track', the corners have a steep 24 degrees of banking and the competitors drove 'late models' similar to the Super Saloons raced at speedways in this country. SVG made it a double for the night by winning the Grand Final, crossing the line 4.6 seconds ahead of Matthew Payne, NZ Super Saloon champion Sam Waddell was right at home at Eldora and

## EVENT: WEEK 2

**Riley Daytona Prototype**  
500hp  
1030 kg

**Road America**

**Dirt Late Model Pro**  
700hp  
1020 kg

**Eldora Speedway**

claimed the bottom step of the podium. Round 2 saw the total money raised top \$24,000, keeping the organiser's target of \$40,000 for RACE LOCAL on track.

Facebook - *As much as a little sim racing has been fun, adrenaline withdrawal symptoms have kicked in. Daydreaming about the TS050.*

Another week passes, another two tracks in the USA for the penultimate round of RACING LOCAL, two contrasts with off-road dirt and a high-speed oval.

First up it's to the state of Nevada and the Wild West Motorsports Park, a 15-minute drive from downtown Reno in the dusty desert. Built into the side of a mountain, the one-mile off-road dirt track is regarded as one of the best short courses in the country with its uphill and downhill sections. Never has a venue been more appropriately named, the jumps aren't big, they're huge, so drivers had lots of 'air' time and were like rodeo riders on a wild bucking beast - hold onto the wheel, tight!

The vehicles were off-road PRO4 racers like stadium trucks with V8 engines and big suspension travel to absorb the landing shock, again the format is like speedway with the Top 4 finishers in the three 4 lap heats going directly into the 14 lap A-Main, the remainder of the drivers contested the C and B Mains. One of the biggest talking points of Round 3 was Scott McLaughlin not being on the list of starters because of a conflicting commitment.

Aaron Humble, Will Bamber and Shane Van Gisbergen were the heat winners, the C-Main was the last chance to stay in the competition with the first four finishers transferring to the back of the B-Main. Christian Hermanson scored an impressive 5½ second win over Mad Mike Whiddett who edged out Mitch Evans by 1/100th, Greg Murphy claiming the vital fourth spot to also advance. In the 8-lap B-Main the first ten finishers would join the main event at the back of the grid. Brendon Partridge, Daniel Stevens, Matthew Steven led the field across the line followed by Hermansen, Evans and Chris Van Der Drift.

The 14-lap feature A-Main had 22 cars with Humble and Will Bamber on Row 1, SVG and Lawson shared Row 2, rounding out the top six on Row 3 were Hartley and Connor Adam. The racing was full on from lights to flag with continual position changes, lots of collisions with cars often racing three-wide down the front straight that included two of the biggest jumps. The man to watch was Whiddett who continually showed his remarkable car control, reverse backing his truck into corners like it was a sprintcar while bouncing across the rutted dirt surface. At half race distance SVG led Lawson by 3.7 seconds, that was extended to more than five seconds at the flag with Humble was a further 7 seconds back in third.

It was spectacular racing in a spectacular setting that made great viewing watching drivers tame the 'Wild West' - Yehaaa!

From Nevada there was another interstate trip to the Michigan International Speedway, a full throttle 3.2-kilometre (2 mile) D-Shape banked oval where the Indycar lap record is an average speed of 361.17 km/h (222.95 mph). There was a new format for this event, qualifying followed by a 45 lap or 35-minute duration





race with a mandatory fuel stop.

Qualifying brought a few surprises with Robert Northway topping the times, Shane Van Gisbergen was sixth quickest but only 8/100ths behind the polesitter. Forty-two cars lined up behind the pace car for the traditional Indycar rolling start before the green flag was waved to go racing in front of 125,000 virtual spectators.

Lawson started P7 and quickly progressed to challenge for the lead before the first caution on lap 6, Brendon Hartley had gone from P25 to P15 and Andre Heimgartner P27 to P10 while SVG had dropped to 33rd. On lap 12 a spectacular multi-car crash resulted in another caution and it was during this period that most drivers pitted for fuel. When the race went green Lawson was leading from Matt Griffen, Hartley had advanced to P10 and SVG to P20, a 13-position gain in six laps. Out front there were three cars in the leading group as they went into lap 32, Daniel Stevens and Griffen were side by side, they touched with both spinning out onto the infield. That left Partridge on his own, but Hartley and Van De Drift began working together to maximise the draft, reducing the gap to the leader until the three cars were together as they took the white flag. On the final turn Van Der Drift made his move, drafted alongside and past Partridge to cross the line 0.012 ahead with Hartley 0.096 back in third - a brilliant race that perfectly illustrated the art of high-speed slipstreaming and showed the benefit of drivers working together.

In the real world the closest three car finish in Indycar history was the 1987 Grand Prix of Portland where the margins were 0.027 and 0.055 of a second.

Two events to go in the RACE LOCAL Series, what tracks will they choose as venues for Round 4 and what disciplines?

# EVENT: WEEK 4



**Autodromo Nazionale Monza**  
Lotus 49 | 400hp | 530 kg

**Sonoma Raceway (Rallycross)**  
Rally X (VW, Ford or Subaru) | 585hp | 1300 kg

The final round covered two continents and two contrasts in racing, rallycross and formula one, first it was to California and Rallycross Sonoma north of San Francisco. Part of the superb Sonoma Raceway (formerly Sears Point) complex, the Rallycross track was opened in March 2018 and has a seating capacity of 47,000. The 1.5-kilometre (0.93 mile) circuit is 56% dirt and 42% seal with six turns, the 'joker' entry being before Turn 3. With a 63-car field comprising VWs, Subarus and Fords there were four heats with 16 drivers, followed by the E, D, C and B-Mains, the top sixteen drivers contesting the A-Main.

Heat winners were Taylor Cockerton, Matt Stevens, Liam Lawson and Mitch Evans, the Mains were all about staying in the competition and finishing in the first four to progress.

The 5 lap E-Main saw Tom Blomquist first over the line ahead of Matthew Payne, Ryan Harker and Sam Waddell. The D-Main had 6 laps with the finishing order Payne, Blomquist, Quinn and Harker. The C-Main was a 7 lapper with Justin Allen starting on the front-row but he dropped to 13th by the end of the opening lap, picking up three places before the flag. Payne had another win, followed home by Harker, Darren Kelly and Blomquist. On to the 8 lap B-Main with the first four through the Feature, the front row was Brendon Hartley, Aaron Humble and Kaleb Ngatoa. The two MCC members were turned around in the opening lap scramble with Hartley copping a penalty, their hopes of making the final virtually dashed. Sam Dunstall was the winner ahead of Payne, Andrew Waite and Matthew Pluck - Ngatoa and Hartley recovered to be 6th and 7th respectively.

Sixteen cars lined up for the 12 lap A-Main with Karl Samson and Payne sharing the front row, from the moment the lights went out it was 'take-no-prisoners' racing, despite starting outside the top ten SVG had taken the lead by half race distance chased by Stevens, Payne, Dunstall and Lawson. On a track 3 seconds faster than earlier in day SVG led Stevens home by 2.7 seconds, Lawson claimed third ahead of Dunstall and Will Bamber. It wasn't a good day for Scott McLaughlin who finished 11 laps down!

Great racing at another outstanding venue, American racing is truly blessed with so many great facilities.

It was across the USA and Atlantic Ocean for the Grand Finale, and what better place than the 'Temple of Speed', the Autodromo Nazionale Monza in Italy, and what better car than a 1960's Formula 1 Lotus 49 with its Cosworth DFV V8 engine. But there was more, the 'virtual' racers would run on the original Monza circuit that was built in 100 days and opened nearly a century ago (1922), the REAL Monza with its steeply banked sections of 38.69 degrees (80%) at the highest point!

Sixty-two cars were entered with qualifying followed by two 3 lap heats and the Feature over 12 laps or 20 minutes duration. At the end of the Qualifying session SVG had posted the quickest lap of 2.31.949, Lawson was closest with 2.32.313, next came Blomquist, Payne and Brendon Hartley covered by 4/10ths of a second, McLaughlin was P7 with a best lap of 2.33.191.

Twenty-eight cars faced the starter for Heat 1 that saw McLaughlin upside down very early on, Jacob Cranston and Justin Allen were in the mid-field pack, while out front there was a four-car battle, SVG taking the checker .031 ahead of Blomquist with Brendon Hartley 6/10ths back in third, 5 seconds away was Will Bamber - Allen crossed the line 13th, 33.7 seconds behind the winner. The balance of the entries were in Heat 2 that belonged to Lawson who comfortably beat Payne by 4 seconds with bigger gaps back to Dunstall and Matt Stevens.



It was all-in for the final that threw the form book out the window with multiple crashes wrecking some people's chances. The grid had SVG and Lawson on the front row with Blomquist and Payne behind them, Brendon Hartley and Dunstan shared row 3. Right from lights out it was a very high-speed train with cars often running four wide on the banking, the closing laps coming down to a duel between SVG and Mitch Evans with the pair continually swapping positions. Coming off the Parabolica onto the finishing straight SVG led but Evans used the draft to perfection to take the flag by 9/100ths of a second, third was Will Bamber five seconds back and 7/100ths ahead of Dunstall, with Partridge and Pluck rounding out the first six home. Nelson Hartley was 14th for his best result but other drivers would have been disappointed - Hermansen (22), Whiddett (26), Greg Murphy (28), Lawson (30), Brendon Hartley (36) Cranston (41), Allen (47) and McLaughlin (49).

RACING LOCAL was over, but what a superb 4 round series it was, eight of the best virtual circuits on the planet covering



all the disciplines, the selection of the original Monza track for the finale was a masterstroke. Eight different cars ranging from off-road trucks to one of the greatest Formula 1 cars, and the best New Zealand drivers going head-to-head at home.

Brendon and Sarah Hartley’s idea quickly gathered momentum with Chris Van Der Drift, Christian Hermansen, Barry Thomlinson and others coming on-board to make it happen with support from the Giltrap Group. Involving SOS Business ensured that the money raised would go to the nominated local businesses that had suffered so badly during the COVID-19 lockdown. The big bonus was the racing was live streamed to the world through GSRC, the Global Simracing Channel, it doesn’t get better than that.

England had the extraordinary 99 year old war veteran Captain Tom Moore who raised NZ\$66.7 million for the National Health Service by walking the length of his garden 100 times, New Zealand had a small group of motorsport enthusiasts with a common interest who saw it their duty to support local businesses in their hour of need. The amounts raised shouldn’t be compared, far more important is the reason...

RH

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ITM Winter Series

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Round 2 – 18-19 July

Round 3 – 16-16 August

Round 4 - 19-20 September + Prize Giving Dinner

Competition open to all competition cars and club drivers

Points on offer and great prizes to be won with the Dual Sprint and Clubman's format.

- Best presented car
- Worst presented car
- Best presented driver
- Worst presented driver
- Sausage Sizzle and Drinks on Saturday afternoon

Overall winner will win the ITM Series Cup and tickets and accommodation to next year's Super Cars – Event, wherever and whenever it is run!

#### **Saturday – Dual Car Sprints Format**

Where all you have to keep an eye out for is the other car starting alongside you. Then do the multi-car sprint at the end of the day which is excellent introduction to racing without worrying about what really goes on in a full-blown motor race. After some social activity with your friends and fellow racers on Saturday evening,

#### **Sunday – Clubmans Format**

The officially "low-key" Clubmans race meeting Sunday. Cars and drivers are grouped according to lap time so no need to worry about faster cars coming up behind you.

- Check in and Scrutineering from 3.00pm Friday
- Arrival and garaging up to 9.00pm Friday
- Pits Café opened 7.00am Saturday
- Scrutineering Saturday from 7.00am, Drivers briefing 8.30am
- First on Track 9.00am

Details on <https://www.bruceclarenmotorsportpark.com/whats-on/itm-winter-series/> posted on Monday 11 May



Booking enquires 07-376-5033, or email [sales@bmmp.nz](mailto:sales@bmmp.nz)



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SATURDAY 6<sup>TH</sup> & SUNDAY 7<sup>TH</sup> JUNE

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SUNDAY 21<sup>ST</sup> JUNE

**DRIFT PRACTICE DAY – MAIN TRACK MANFEILD**  
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**TRANSPEC / GT OILS MANFEILD OPEN DAY**  
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# PARTING SHOT



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