

Manawatu Car Club Inc

Magazine

August 2020



RACE WITH US!



What a busy month July has been for the Club. Round 2 of the Feilding Auto Electrical Winter Series was the first event without Covid restrictions and was well supported, with plenty of socializing happening. As you will read elsewhere it heralded my return to competitive motorsport, not throwing stones at the countryside this time, but going round and round!! We had a fully subscribed Drift Practice day with 3 zones on rotation throughout the day and a great Manfeild Open Day with the driver training very much appreciated by those newbies to the circuit that took part. The debriefs threw up some interesting suggestions to follow up on.

We had an interesting July Committee meeting, with the questions of how to refresh what we do without losing what we have, how to market ourselves better to a younger audience and how to implement some sort of succession planning, particularly in view of last month's average age revelation, at the fore. I'm sure there will be some very healthy discussion as Committee members mull over the issues involved and come up with differing viewpoints and options. Watch this space. Or contribute to the debate.

I seldom watch TV, but I recently happened to see an episode of Police 10-7, and one item caused me to raise my eyebrows. A young fella did a runner from a police-check on the Auckland motorway and was chased into residential areas at speed. He ran a red light and failed to stop at at least one Stop sign. He was finally cornered at his home address, and, would you believe it, he was a forbidden driver. You would think that he would deserve to have the book thrown at him, right?? I waited patiently to the end of the programme to see the outcome and was astounded when it was stated that no charges were laid because of personal circumstances. What?? Exactly what message does that send?? No wonder so many younger members of the community choose to run rather than stop and deal with whatever problem there is. Very disappointing. Sure, the chase made for exciting viewing but surely it was an inappropriate clip to be shown, full stop.

My last trip back to Auckland came after the new speed limits were brought into being. I can tell you that Pukekohe to Waiuku at 80 kph is quite simply ridiculous (think Palmerton North to Feilding at that speed). I did notice on a weekend trip that most people were doing 90 kph except for the righteous ones doing 70 kph and holding everyone up. These are the same people that would previously do 80-90 kph, and feel safe, but of course that speed is now dangerous, so they are now slower again by the same margin!! I'm afraid I still question the rationale behind the speed limit reductions, especially when the 48 page review of public submissions made to Auckland Transport (published at what expense to the ratepayers I wonder) showed public opinion overwhelmingly against such a move. The one concrete thing I could find amidst a sea of emotional rhetoric in support was that the Paris based International Traffic Safety Data & Analysis Group had compiled data from 10 countries to determine what a safe traffic speed limit is and apparently this is 70kph on rural roads without a median barrier to reduce the risk of head-on collisions. Hmmmm, as they have 59 countries contributing accident data, I wonder which 10 were used and how relevant to NZ this actually is?? Cherry picked statistics perhaps?? I sense Head vs Brick Wall. again.

Looking forward we have another busy month ahead with all the usual events plus the Four & Rotary Nationals as well. Something for everyone every weekend.

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

TW



AUGUST

- Friday 21st 4 & Rotary Jamboree Day 1
- Saturday 22nd 4 & Rotary Jamboree Day 2
- Sunday 23rd 4 & Rotary Jamboree Day 3
- Saturday 29th Drift Tutoring - Back Track
- Saturday 29th Transpec / GT Oil Covid Catch-up Autocross - Front Track (both directions)

SEPTEMBER

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

OCTOBER

- Saturday 10th Drift Tutoring Main Track
- Friday 16th Manfeild Test Day
- Saturday 17th OctoberFAST! Day 1
- Sunday 18th OctoberFAST! Day 2



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NOVEMBER

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



DECEMBER

Friday 4 th	Manfeild Test Day
Saturday 5 th	NZ Superkarts Nationals
Sunday 6 th	Mitre 10 MEGA Summer Series Round 1 & NZ Superkarts Nationals Day 2



RACE WITH US!

"Track & Yak"

Time: 7pm to 9pm

Date: Tuesday 11th August 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...**



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Your 2020 Committee:



Jill Hogg



Noel Beale



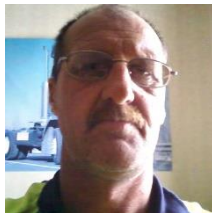
Jodie Bell



Greg Browne



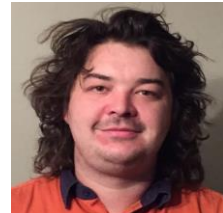
Gareth Stanley



Phillip Keith



Kaye Flannagan



Nick Stewart

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

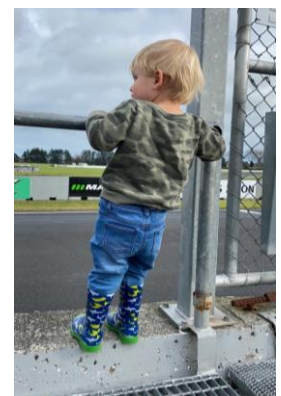


Firstly I must apologise for the lateness of the Magazine, it was passed onto myself at a time that I was in the middle of planning a few AGM's that happen at this time of the year for our industry, and I was doing a fair bit of travel also, so yep you can blame me. In fact, I just looked at my service sticker in the company car and I need another service soon, so I have done just on 15,000kms since the 12th June when I last had a service... No wonder it took a bit of time and hard work to get all of the road grime off of her last time I washed her, there are plenty of road works out there at the moment that is for sure. I was a little nervous having to organize a couple of large AGM's for my new job but that was put at ease when I started to get a few phone calls from people who were going to be at the AGM who suddenly realised that I would be behind a microphone this time around and were a little worried that I would have the perfect opportunity to mention them throughout the night... Never one to let people down I did more than mention them as I was also in charge of doing the PowerPoint presentation.

July was a good month for the Club. Round 2 of the Winter Series was well supported with 95 entrants this time around. I had an ok round, qualifying 4th I won the first race thanks to a couple of breakouts. The second race didn't go to plan unfortunately as the car shutdown at the hairpin not far into the race, however we got it restarted and finished up 7th despite the car running off song for the second half of that race. Having spent the in between races time trying to find out why the car shutdown we started Race 3 with mixed feelings, those feelings quickly turned to disappointment when the car still felt flat but we managed to work our way up to 3rd in the handicap race so all was not lost, indeed it was not as bad as someone who lost all of their points for the round for not seeing the black flag... no names will be mentioned, however I can say that it was Car #16 in the IB Cup.

Our first "A Night with..." was a great success. For a new event such as this, you always have a figure in mind of how many people you might get attending, the figure I had in mind was 60, which I thought would be a good number of people, needless to say I was a little blown away when that figure was passed quite quickly and we ended up with 90 people attending "A Night with Tim Gibbes". What was even more impressive was where some of the people drove from – Wellington and Whanganui, and they were not disappointed I can tell you. The effort that both Tim and Russell Harris put into the evening was outstanding to say the least, thank you once again gentlemen. We have a list of people we would like to do these evenings with so we are just working with them to see when it fits with them, so watch out for the next one.

The next event on the calendar was the Drift Tutoring Event on the Front Track, which like all other Drift Events we have advertised this year, sold out within a couple of days of being put up on Facebook. Over 40 road / race cars enjoyed the day which saw them working at different areas of the track practicing different drifting / car control techniques. It was fun to watch from up in the Control Tower and from down at trackside as Jack can attest to...



Following the Drift Tutoring event, the following day was the MCC Manfeild Open Day. It was good to see a large number of Rookies at this event learning the trade. Indeed, the first part of the morning saw a number of our regular drivers pairing up with these Rookies to teach them those lines from the passenger's seat. It is always fun to sit in the passenger's seat of a race car, one because the sensation of speed and the cornering / braking forces are quite different from that side of the car when you are not in control, and you are not in control! All in all it was a good, fun, relaxed day for all who attended it.

During the month we also had our usual Committee Meeting. This time around it was a little different in that I put out there a statement around the future of the club. How we cannot stand still and how our focus should change, in my point of view, to move the club forward once again. It highlighted a couple of areas that we must look at sooner rather than later and it asked of each of the Committee Members what can be done better and what can they do to help make the club better. It was not done for any other reason than to provoke thought. So I think the next Committee Meeting will be a good one...

What else... Well it has been roughly five years since we last did a quick patch-up on the clubrooms so we are looking at what needs to be done to bring our home up to the level that it deserves to be at. Each of the Committee were asked to put their thoughts down on paper, a "wish list" if you like of what each of us would like to see happen. There was no limit put on the thoughts, it was a "if there were absolutely no restraints, what would you do" type of question. The Committee then met at the clubrooms on the Saturday before the third round of the Winter Series to go over those lists. The next stage is to narrow the lists down to what needs to / can be done and to get pricing for these. We will keep you all informed along the way.

Another thing that needs to be done is the Flag-points. We have had the first prototype at Manfeild for a while now, and we have talked about it for long enough, and while COVID did put a slight hold on things, as it should have, we are now in a position to just get on with it and that is what we are doing. We held a meeting over at Manfeild and looked at what needs to be done in a little more detail, the people that joined us said that it was "easy" so we are going to get into it and do the whole lot at once. This will take a bit of organizing, but we are hopeful that there will be no surprises and we can have some nice new shelters up soon.

Well that's about it for another month, August is shaping up to be one of the busier months with a number of events on this month, I have counted 8 events over 9 days during the month, so yep it will be busy.

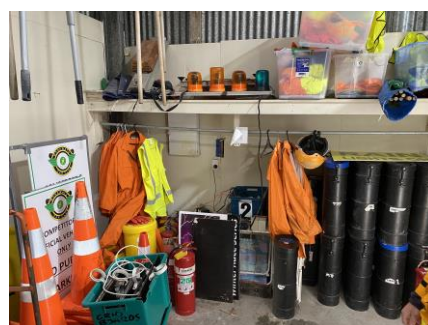
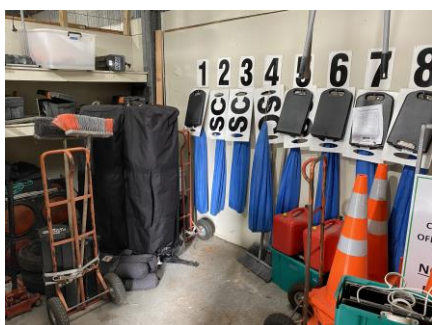
I look forward to seeing you at one of our events soon.

Richie

Thanks Higgy...

A huge thanks to Bob Higgison who took some time out of his busy day to tidy the equipment room. I didn't have a before photo to compare these with as I could not get in the room to take it. Thanks mate...

Richie





NAME: Sam Bleakley

BORN: 22/06/1985

OCCUPATION: Horse Farmer

RACE CAR: R32 Nissan Skyline GTR

EVERYDAY DRIVE CAR: 2013 Ford Ranger

DREAM CAR: R35 GTR Skyline

YOUR BEST MOMENT IN MOTORSPORT?

Drifting my Laurel for the first time at Manfeild In 2008 and falling in love with the track.

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

Growing up I think I wanted to be the rubbish man that swings off the back of the truck. I ended up being a mechanic for 11 years and now a farmer for 6.

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

John Britten, Peter Brock and Dave Grohl

WHO WOULD YOU PLAY IN A MOVIE?

Rowan Atkinson, I look like Mr Bean.

THREE WORDS THAT BEST DESCRIBE YOU...

Funny, Odd and loud.

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

I would be a E70 Toyota Corolla. I'm lightweight and from the 80s.

WHAT IS YOUR SECRET VICE?

Monster energy drinks!!!

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I've had the GTR for 7 years and it's been to the track only 5 times.

FAVOURITE QUOTE... "Be yourself; Everyone else is already taken"



JAROD CARRUTHERS PHOTOGRAPHY



Oops Department. There were two errors in the Grid Torque section of last month's magazine that were spotted by eagle-eyed members. In the story about Chris Amon setting up the suspensions of Toyota Corona and Corollas models, the Peugeot model referred to should have been the '405', not the earlier '504', and the original HDT Holden Monaro sold for 750,000 Aussie dollars, not the 715,000 shown. The scribbler apologises...

Memory Test. When that first factory-backed 1969 Holden HT Monaro 350 GTS sold at auction last month for AU\$750,000 it was believed to be a record high price paid for a Holden at auction. Not quite, by 1.35 million! In October 2018 the Holden Dealer Team '05' VH SS Commodore that won the Bathurst 1000 twice (1982 & 1983) in the hands of Peter Brock/Larry Perkins then Brock/Perkins and John Harvey sold for AU\$2.1 million. The good news is that the famous Monaro will stay in Australia, but the claim should be that it's the highest price paid for a 'road registered' Holden. A small point...



MCC steps up. The SpeedSport Scholarship run by Dennis Martin is in its 21st year, over that time many young drivers have been given the opportunity to get into single-seater motor racing at grass roots level via the Formula Vee/Formular First category. Most have progressed to other formula cars, some Scholarship winners have been successful at the highest levels of motorsport - Shane Van Gisbergen (2004), Richie Stanaway (2007) and Nick Cassidy (2008), 2015 winner Liam Lawson is now making his presence felt on the global stage while 2018 recipient Ronan Murphy will contest the USF4 Series in America with Kiwi Motorsport when travel restrictions are eased. With the outbreak of the coronavirus pandemic and the subsequent lockdowns, charity income was seriously affected with the SpeedSport Scholarship one of the organisations affected. For 21 years Dennis Martin has put a large amount of time, effort and money into his dream, to see the Scholarship fold in circumstances beyond his control would have been untenable. With the club being financially sound it presented the opportunity to partner with Dennis to ensure the future of what he created back in 2001. As a result a young driver has been given the chance to further his career competing in Rounds 3 and 4 of the FAE Winter Series prior to a

fully sponsored drive in the 2020/21 Hi-Q Components Formula First Championship. The

SpeedSport Scholarship

Manawatu Car Club has led the way again...

And the winner is young Auckland karter Dylan Grant who began his racing career in the Cadet Raket class in 2013. Now he's stepping into the shoes of some of our country's very best drivers and his big-time racing dream is about to begin. The ladder to the top has lots of rungs...



Very good, good news. At the weekend of the resumption of the Supercar championship at the Sydney MotorSport Park it was announced that Supercars had signed a new five-year deal that see's Sky Sport continue to broadcast the championship in New Zealand. Sky's live and ad-free coverage began in 2013 and is identical on both sides of the Tasman via Fox Sports, this new long term contract is much better than very good news. That's bewdy mate...

Saved by greenbacks. The Virgin Australia airline has been thrown a life line from the other side of the Pacific. The prime sponsor of the Supercar Championship went into administration in April as a direct result of the coronavirus pandemic, in late June administrator Deloitte confirmed a deal with American-based private investment firm Bain Capital which will see Virgin Australia Holdings Ltd sold and recapitalised. Should the transaction proceed it's expected that thousands of jobs will be saved with all travel credits and Velocity frequent flyer booked flights being honoured. The airlines creditors meet this month to vote on whether to complete a transaction. Surely the answer will be 'yes'...

Keep moving. How bizarre the return of Supercar racing has been thanks to the COVID-19 pandemic, different too, with many new rules. The Sydney SuperSprint at the Sydney Motorsport Park was condensed into two days with no support categories, three 32 lap races that didn't require cars to be refuelled. There were restrictions on activities in the garage with less time, less people (6) and less data, PPE and social distancing to be observed. Cars has less tyres and only two rattle guns for changes. No spectators while journalists, public relations people and media managers had to work from home, only one photographer was approved to cover the weekend and he had pit lane restrictions with regard to social distancing - how could one man possibly cover everything with each team and the various media wanting exclusive photographs! The next round scheduled for the Winton Raceway was cancelled and the Victorian-based teams (Erebus Motorsport, Tickford Racing, Team 18, Kelly Racing, Walkinshaw Andretti United) had 24 hours to pack-up and relocate to New South Wales following the mass pandemic outbreak in Melbourne. Following the mid-month Truck Assist Sydney SuperSprint teams packed-up again to head north into the safe haven of Queensland to prepare for this month's two rounds over the border in the Northern Territory.

First up is the BetEasy Darwin Triple Crown on 8/9 followed by the Darwin SuperSprint on 15/16, spectators will be allowed at both events but there's a limit of 4,500 tickets for each day and there are no support races. Teams will then to Queensland and have a two-week break before they race at Townsville on 29/30 that could also become a double-header. Don't even think about the costs involved...

Making the most of it. When the Supercar teams had to hurriedly relocate to Queensland following the SMP round they had to find somewhere to set-up a base camp, much easier said than done at short notice. Team Sydney simply returned to their old base at Yatala, Team 18 went to Ross Stone Racing, Erebus found a home at the Paul Morris owned Norwell Motorplex and Kelly Racing shifted in at 222 Offshore. Walkinshaw Andretti United set-up at Showtime Entertainment's HQ at Arundel on the Gold Coast, but it was Tickford Racing who really came up trumps thanks to knowing a mate in high places. The four-car team became an additional attraction in the foyer of the Sea World Resort Convention Centre, but there's no such thing as a free lunch. Team drivers Cameron Waters, James Courtney, Lee Holdsworth and Jack Le Brocq featured as part of the Sea World Marine Park stunt shows involving the water ski team on the Thunder Lake with two of the four Supercars also participating. Great for the public profile of both Tickford and Supercars. Most importantly, everyone is helping everyone...



So different. 'Watch ya tyres' was the call in every garage with the limited number of Dunlop rubber available to each team and only four wheel men with two rattle guns. The changers had it down to a fine art, two wheels in 5 seconds, four in 10 seconds. Key to the weekend was tyre management and when to roll the dice, which lap, two tyres or four? The result was exciting racing in the closing stages with numerous overtakes as well-used tyres lost their grip. Great viewing for couch potatoes...

SMP 1. Race 1 was a Kiwi thriller, Scott McLaughlin versus Shane Van Gisbergen over the final laps. SVG stayed out longer to have fresher tyres at the end, he caught the # 17 Shell V-Power car but couldn't make the pass, it definitely wasn't for the lack of trying! Both drivers were pushing to the max with Scott receiving the black flag for exceeding the track limit. Race 2 was Jamie Whincup's 500th supercar start. Race 8 of the 2020 championship calendar was scheduled to run at the Australian Grand Prix weekend at Melbourne's Albert Park

back in March, practice and qualifying took place on the Friday with the HRT driver securing pole position for the milestone race, overnight coronavirus developments saw the meeting cancelled on Saturday morning. Whincup secured pole again at SMP but his 500th race didn't quite have the dream ending when he finished second to Nick Percat with McLaughlin third and 'The Giz' 7th. Race 3 saw McLaughlin back winning, chased home by a fast-finishing Lee Holdsworth with SVG sixth. The results in the BP Ultimate SuperSprint left McLaughlin at the top of the championship table 49 points ahead of Whincup with a further 93 points to Chaz Mostert, Van Gisbergen slipped back to 8th, 221 points behind the leader. Our man Chris Pither had a disappointing weekend, back in the pack in practice and qualifying but little more than a second off the quickest time, his score card read 20, 21, 23. Room for improvement...



Well behaved. The Driving Standards Observer Craig Baird was very impressed with the on-track behaviour with drivers having had minimal wheel time with the enforced 107-day break. Baird commended them for 'bumping, grinding and getting on with it, every driver in the field drove hard and fair. There were battles for first and battles for last, and the Safety Car was not deployed at any point through the three races. And there were very few grumbles...

Don't get confused. The prime sponsor of the Kelly Racing #7 Ford Mustang pedalled by Kiwi Andre Heimgartner is NED Australian Whisky, it's a multi-year deal. During the coronavirus pandemic the alcoholic beverage maker converted part of its Melbourne facility to manufacture hand sanitiser as its part to help control the disease. Everyone in the SMP paddock were provided with the NED product as part of their personal hygiene. Both the sanitiser and whisky have a high alcohol percentage, the sanitiser label says 'not to be taken', the whisky is okay. Just don't get the bottles mixed...



Winding back the clock. A number of new liveries appeared at the SMP with one taking fans back nearly fifty years. The Brad Jones Racing Holden Commodore driven by Todd Hazelwood carried sponsorship from men's personal care brand 'Brut' that was last seen in the early 1970's on the famous Trans Am

302 Ford Mustang driven by Allan Moffatt, replacing Coca Cola. The BJR Commodore was skinned with a 'camouflage' pattern, reminiscent of the striking Australian Army Reserve Racing team's Ford XD Falcon that was campaigned by Ian 'Pete' Geoghegan during the 1981 season, the reason was marketing the 'Brut Military Grade' men's range. Looked great 'on parade'...

New home. Our man Chris Pither and Tekno/Team Sydney have relocated from their Queensland base to temporary premises at Sydney Motorsport Park. New facilities are being built at SMP with Team Sydney housed in a new workshop adjacent to the Centre of Excellence, so they will move again when the builders move out. No doubt Chris's sponsor will ensure that a large Coke dispensing machine is installed. Team mate Alex Davison's car is sponsored by 'Local Legends' an Australian manufacturer of biltong and jerky meat snacks. The two products originated in South Africa and use beef or pork, jerky is cut into strips, marinated and cooked, biltong is cured and air chilled. Time for a Coke and a chew...

Super trouper. Jessica Yates is an amazing lady with a great passion for sport. The 36-year-old has fronted the Fox Sport television coverage of the Supercars for many years, her knowledge of motor racing and its history is quite extraordinary. But there's more than motor racing in her life, the lady has an equally strong passion for rugby league and fronts Fox Sport's weekly 'NRL Sunday Ticket' and 'League Life' series. There's also KFC's Twenty/20 Big Bash cricket for variation. The consummate professional, Jess is one very 'foxy' lady...



Changing Channels. There is so much happening the world of motorsport it's hard to keep pace! In another surprise announcement Network 10 has confirmed that it will not be televising the Virgin Australia Supercars after the end of this year due to financial losses. It's expected that pay television service Foxtel will continue to broadcast the championship via Fox Sports with Seven West Media taking over the free-to-air element via their Channel 7 network. It doesn't matter who as long as we can continue to watch the racing here in NZed...

Back together on the track. SMP was the first time that the Fox commentary team had assembled since the abandoned Australian Grand Prix meeting in March, though a couple of familiar pit lane faces were missing at this round. Mark Scaife and Neil Crompton relived their V8 racing days by using a couple of Toyota Gazoo Racing 86's to describe the circuit 'in car'. There were several very 'gentlemanly' overtakes before the pair staged a dead-heat finish that wasn't quite perfect. Entertaining though...

Trans-Tasman Challenge. As a SMP race programme television 'filler' Fox Sport showed Craig Lowndes and Chris Pither out and about showing some of Sydney's adrenalin attractions. First up it was I-Fly indoor skydiving, next was Hydroflying where the rider's feet are strapped onto the flyboard that elevates the rider up to 45 feet in the air using water jet propulsion, the pair's outing ending on a kart track. Lots of friendly banter but one question remained, why didn't they show Lowndes attempting to Hydrofly or did he even try? Perhaps it was simply too difficult for an Aussie...

SMP2. It was like a busy weekend in a casino with every team gambling on tyre choices, it was all about strategies. In words from Kenny Rogers song 'The Gambler' - 'you gotta know when to hold 'em, know when to show 'em if you're gonna play the game boy, you gotta learn to play it right'. All drivers had the same number of tyres, two sets of soft and three sets of hard compound with both compounds having to be used. Three 32 lap races including a pit stop for tyres, lots of overtaking, three different winners with only one a NZeder and lots of surprises, it was great viewing and gave the championship a welcome shot in the arm. Race 1 was at night under lights, starting from P1 Scott McLaughlin made it 3 wins

from 4 races at SMP with Lee Holdsworth and Anton de Pasquale completing the podium, Shane Van Gisbergen finishing 4th, Fabian Coulthard 7th and Andre Heimgartner 17th. Chris Pither qualified a strong 14th but lost seven position during the course of the race to finish 21st and behind his Team Sydney teammate Alex Davison. Races 2 and 3 were held on Sunday afternoon, Nick Percat leading home Coulthard and McLaughlin in the first race of the day, SVG crossed the line 8th, Andre Heimgartner 12th and Pither 18th. Heimgartner won the Armor All Shootout for the final race of the weekend to bank his first \$1,000 cheque and start from the coveted P1 on the grid. The race was a 32-lap epic as fortunes changed, Le Brocq securing his maiden win despite the pressure applied by the kiwi with Todd Hazelwood third, his first podium. SVG gained 10 positions to finish 12th with Coulthard and McLaughlin next home and Pither 22nd. It was all so strange with Jamie Whincup having placings of 5th, 17th and 8th, yet still retaining second in the championship standings 107 points behind McLaughlin and 85 points ahead of Chaz Mostert. What the weekend did do was make the regular front runners work harder for their points, the mid-field having the opportunity to be on the podium and the garage people having to think differently about strategies. Maybe the weekend was a game changer, it was certainly much more entertaining racing...



Another Ford fan book. In June it was the Dick Johnson book, later in the year there will be a new book documenting the career of two-time Australian Touring Car Champion Glenn Seton. Fans will be able to relive memories of the man who drove Fords and Nissans before setting up his own Glenn Seton Racing outfit and going back to Ford. The Supercar Hall of Fame member never won the Bathurst 1000 in 26 starts, he was racing during the Group A era and early boom days of V8 Supercars with the highs and lows that came with it. The 260 page hard cover book has the title 'SETO - The Official Racing History of Glenn Seton' and will be written by former Speedcafe.com editor Stefan Bartholomaeus in collaboration with V8 Sleuth historian and publisher Aaron Noonan. Seto's book can be pre-ordered through bookshop.v8sleuth.com.au - RRP AU\$40.00. The perfect Xmas gift for Fordsters...

Good weekend for Kiwi drivers. The weekend that coincided with Round 2 of the FAE Winter Series was a very good one for NZ drivers on the international scene. In the USA Scott Dixon made it back-to-back IndyCar wins when he took the chequer in the Indianapolis Grand Prix raced on the brickyard's road course, while across the Atlantic there were triple successes at Austria's Red Bull Ring in the opening rounds of the

A photograph of Max Verstappen, driver of the Red Bull Racing team, celebrating his victory on the first-place podium. He is wearing his racing suit and helmet, holding a large trophy in his right hand and making a 'V' hand gesture with his left. The podium is silver with the number '1' and the FIA logo. The background is a green wall with the 'Red Bull' logo and 'FIA FORMULA 1 CHAMPIONSHIP' text. The date '03-05 JUL' and the location 'SPIELBERG' are visible at the top.

leader Indycar night races at the
aud who won the race by less
t and eventually finish 5th, it was
er in a 1-2 finish. In Hungary
aimed 9th place in the 28 lap
was weekend to forget. In
the weather and spinning off
oup when the engine let go and
e stopped for officials to clean-
to 13th before another engine
er Jaxon Evans also had a
ace after his quickest lap was
y with a drive through penalty
sing valuable points, Jax now sits
miles as the Kiwis departed

nd Prix it was 217 days since the
December. It was the longest
st month the FIA approved a
days! The 2020 championship

2020 CALENDAR

NIGHT RACES

ROUND 5		GREAT BRITAIN	7-9 AUGUST
ROUND 6		SPAIN	14-16 AUGUST
ROUND 7		BELGIUM	28-30 AUGUST
ROUND 8		ITALY	4-6 SEPTEMBER

UNCHED IN THE COMING WEEKS



UPDATED 2020 CALENDAR

OPENING EIGHT RACES



ROUND 1		AUSTRIA 3-5 JULY	ROUND 5		GREAT BRITAIN 7-9 AUGUST
ROUND 2		AUSTRIA 10-12 JULY	ROUND 6		SPAIN 14-16 AUGUST
ROUND 3		HUNGARY 17-19 JULY	ROUND 7		BELGIUM 28-30 AUGUST
ROUND 4		GREAT BRITAIN 31 JULY-2 AUGUST	ROUND 8		ITALY 4-6 SEPTEMBER

FURTHER RACES TO BE ANNOUNCED IN THE COMING WEEKS

for the Spanish GP (16th) and the Belgian GP (30th). There's also three races next month with the Italian GP at Monza (6th) followed by the new Tuscany GP at Mugello (13th) and the Russian GP at the Sochi Autodromo (27th). Up to six additional races could be added subject to border and other COVID-19 restrictions. Reminds you of our Toyota Racing Series with its five rounds with 15 races in five weeks...

Changes keep coming. With the COVID-19 pandemic showing little sign of slowing down in many countries global sport continues to be affected with organisers being forced to change their calendars. F1 bosses Liberty Media have confirmed that the Canadian, United States, Mexican and Brazilian Grand Prix races will not be held, on the positive side another three races have been added to the schedule for October/November. The Nurburgring will host the Eifel GP (October 11) and the Portuguese GP (October 25) returns for the first time since 1996 when Jacques Villeneuve won at Estoril, this time the race is at the Algarve International Circuit in Portimao, 4.7 kilometres long with 19 turns and it stages a round of the FIM World Superbike Championship. The third addition is the Emilia Romagna GP (November 1) at Imola in Northern Italy, the one-time home of the San Marino GP. It will be the first time a F1 race has been held at the high-speed circuit since 2006 when Michael Schumacher took the chequer for Ferrari - that's now three GPs in Italy. So, thirteen races are locked into an abbreviated season that could end with only fifteen races, the final two being at Bahrain and Abu Dhabi. The way the world is there could be more or less...

Remember the name. Norris, Lando Norris. The 20-year-old finished third in last month's Austrian Grand Prix driving a McLaren-Renault, his first F1 podium finish. Go back to 2016 when the English teenager came to our shores to contest the Toyota Racing Series with the M2 Competition Team, his record speaking for itself - 15 races, 11 podiums with 6 wins including the New Zealand Grand Prix at Manfeild. A young driver going places then, a young driver going places now...



Two long waits over. The 2020 MotoGP season finally started mid-July with the Spanish Grand Prix at the Jerez circuit. The 25-lap race was won by Fabio Quartararo riding a Petronas Yamaha, the first MotoGP victory by a French rider since Regis Laconi won at Valencia in 1999, the year that Fabio was born. Laconi also rode a Yamaha, but a very different machine to the current breed. His YZR500 was powered by a 500cc V4 two-stroke engine that produced 180 bhp for a racer that weighed 130 kgs. The YZR first appeared in 1975 and during its career won 10 world championships and 9 Constructors Championships ridden by greats Giacomo Agostini, Kenny Roberts, Eddie Lawson and Wayne Rainey. Quartaroro's new YZR-M1 Yamaha has

a 1,000cc inline four-cylinder four stroke producing 240 bhp and tips the scales at 157 kgs. Such is progress...

Stuck at home. 2019 New Zealand Formula 1600 Champion Jordan Michels is an exciting young talent who has had his plans for this year scuppered thanks to COVID-19. He had been signed by Team88 Racing to drive in the VHT \$5000 Australian Drivers Championship, the opening round at the Australian Grand Prix weekend was suddenly cancelled and now the pin has been pulled for the entire season because of the required 14 day isolation period on arrival in Australia and another 14 days on returning home, in Australia it's 'user pays' too! Victorian teenager Jaylyn Robotham has struck the same problem in reverse, he was hoping to compete in our Gazoo Racing Toyota 86 Championship. Border restrictions have a lot to answer for...

Kiwi gone, Kiwi coming. It's all happening in the FIA Formula E Championship and they aren't even racing! In the space of hours came the news of Brendon Hartley's departure from GEOX Dragon with immediate effect and Nick Cassidy signing a multi-year deal to drive for the Silverstone-based Envision Virgin team starting next season. In recent years Cassidy has enjoyed great success racing in Asia, winning the Japanese Formula 3, Super GT and Super Formula championships. 'Racing in Japan has been an amazing experience and I'm fortunate that I've been able to achieve so much in a short space of time, but I feel it's now time for the next challenge in my career and I'm very much looking forward that. Formula E is going to be a huge challenge and not to be underestimated.' Cassidy replaces English driver Sam Bird who is moving to Jaguar Panasonic Racing alongside NZ's Mitch Evans. It also means there will again be two Kiwis in Formula E next year...



Graduated with honours. Twenty-five-year-old Nick Cassidy is a driver who started his motor racing career at Manfeild. After winning the SpeedSport Scholarship in 2008 he went onto win the 2008 Winter Series Formula Vee title with Sabre Motorsport. Fast forward four years when Nick won the Toyota Racing Series and NZGP, he repeated the double the following year, 12 months later he won his third successive NZGP. That's an impressive achievement...

Time costs money. In recent years the name Richard Mille has enjoyed a close relationship with motor racing at the highest level, you see it on all the ABB FIA Formula E cars, you see it on the McLaren-Renault

Formula 1 cars, but who is Richard Mille? Founded 19 years ago Richard Mille is a luxury and ultra-luxury watchmaking brand based in Les Breuleux, Switzerland. Their limited-edition watches are based on style, accuracy and lightness using exotic materials like carbon, titanium and lithium alloy, the lightest being the Rafael Nadal Tzourbillon that weighs only 18.83 grams including the strap. Many top professional sports people around the world are partners of the brand whose trademark is the watch's 'movement' being visible. You don't see many people wearing a Richard Mille watch in our country, maybe the cost has something to do with that. Prices in New Zealand start at \$200,000 and go through to \$1,703,774 with some models listed as POR (Price on Request) which is going into scary territory, obviously not for the average man or woman in the street! Time definitely costs money, sometimes lots of money...



Black stallion in the stable. Word is that a popular Hawkes Bay cabbie cupper couple have switched horses, but not for racing. The family Ford Falcon FG Turbo has been replaced by a vehicle much sportier in terms of performance, sound and visual appearance, a late model 5.0 litre V8 Ford Mustang with auto trans, black with black alloys. It's definitely an attention grabber, in the words from a popular song 'All you want to do is ride around Sally, ride Sally ride', but it's also a car that should be driven with restraint to avoid those flashing red and blue lights, 'Mustang Sally, think you better slow your Mustang down'. Falcon's gone, Sunday drives are now a 'fang in the stang'...

The Maddest Mustang. Last month saw the release of a Ford Mustang that makes Ken Block's 'Hoon' series of Ford vehicles look like shopping trollies, the Mustang Mach-E 1400 Prototype. The result of a collaboration between Ford and its drift star Vaughan Griffin Jnr, the car is an example of what can be achieved with an electric vehicle. And it's versatile with the ability to be set-up as all-wheel-drive, rear-wheel drive or front-wheel drive which means it can do hot laps at circuits, drifting and 'donuts' that take tyre shredding to a new level! So, what's at the heart of the



Mach-E 1400? The production road Mach-E has three electric motors generating an output of 342 kW (460 bhp) and 830 Nm of torque, the Mach-E 1400 has seven electric motors generating an output of 1,073 kW (1,440 bhp) and 3,253 Nm of torque. Three of the motors are attached to the front axle and four to the rear axle, to power them an upgraded 56.8 kilowatt-hour battery is used to provide the ultra-high performance. Naturally the Mach-E 1400 looks different to the road version with a rear wing, front splitter and flared guards of overly-large proportions, key too are all-important cooling ducts that are required to keep the battery and motors at optimum performance, Ford are planning to give the car its public debut at an upcoming NASCAR race. So where to from here, will Ken Block come up with something even more wilder? It's starting to look like 1,000 horsepower is nothing special anymore...

Celebrations in the pipeline. The tenth month of the year is a big one for the club with the OctoberFAST meeting that has a zillion categories, arguably the two busiest days of the year (24th/25th). Labour Weekend also sees a special celebration in Palmerston North involving the blue oval badge with a gathering of owners of two models, the Ford Cortina Mk2 GTE and Ford Cortina Mk3. The four-door Mk2 GTE was unique because it was developed by Ford New Zealand as a variant for the local market, features were a wooden dash, vinyl roof, special graphics and badges. The higher performance Cortina GT and Lotus Cortina were not assembled in this country. The Mk3 Cortina followed the merger of Ford of Britain and Ford of Germany into the modern-day Ford of Europe, The Mk3 was a convergence of the Cortina and Taurus platforms and visually sportier with 'coke' bottle styling. The reason for the gathering is to celebrate 50 years of both models. Another significant and important milestone...



The Grand Prix of the year? Round 9 of the 2020 championship will have been 999 races in the making. The Mugello circuit is the regular venue for the Italian Motorcycle Grand Prix, next month it will host the 'Gran Premio dello Toscana Ferrari 1000', its first F1 race offering championship points. As referenced in the title of the event, the Tuscany Grand Prix will be Ferrari's 1,000th world championship grand prix and run on the circuit owned by the famous Maranello car maker. The Mugello name has been linked to motor racing since 1920 when road races were held on its public streets, but in the 1960's the race evolved into a Targa Florio type event with eight laps of a 66.2 kilometre long 'circuit' with more than 400 corners through six neighbouring towns that was part of the World Sportscar Championship. These road races ended in 1970 following a fatal accident and the present circuit was opened in 1974, 5.245 kilometres long with 14 turns - Mark Webber described it '10 laps around Mugello is the same as doing 1,000 laps around the Abu Dhabi track in terms of satisfaction'. There is a New Zealand link to the circuit, in the 1984 European Formula 2 Championship Kiwi driver Mike Thackwell won seven of the eleven rounds to claim the title from Brazilian teammate Roberto Moreno, the pair driving the 'factory' Ralt-Hondas. Moreno had raced here in 1982, winning both the NZGP and International Formula Pacific Series. In the 42 lap Mugello Grand Prix Thackwell won at an average speed of 180.65 km/h, his winning margin was 80 seconds and he set a new lap record that stands today, Moreno was involved in an accident on the opening lap. The weekend of 12/13 September promises to be an occasion like to other with the incredibly passionate Italian 'tifosi hopefully being able to overfill every vantage point, if the red cars only win one race this year it has to be this one. Forza Italy, Forza Ferrari...



Comfort Zone. At the 'Night With Tim Gibbes' two well-known MCC personalities didn't sit with everyone else in the Fordy Farland Room, Steve Bond and Brian Davies preferred their own company and the comfort of a leather couch in 'the snug'. The pair reminded you of Statler and Waldorf, the two aged hecklers from the Muppets, they were well behaved though Bondy did throw in a couple of well-timed quips. Manana-nah...

Where were they? Perhaps the most disappointing aspect of the Tim Gibbes' evening was the small turnout of current club members. The two-hour presentation was both informative and entertaining, entry was free with complimentary drinks and food, the clubrooms were warm and there was a very good atmosphere. It obviously wasn't enough for some...

Bob The Builder. 'The Night With required a raised stage. One could made from stacked pallets with a large board attached as the floor, unsightly but effective. The MCC has plans to improve the clubrooms in a number of ways, surely a proper stage would be an asset for any future function held there, enter Simon Barry complete with carpenter's apron and a plan, the outcome was a multi-piece stage unit. That man is such great value to the club...

Looking ahead in hope. Both the Formula 1 and the Virgin Australia Supercar hierarchy are hoping that the COVID-19 pandemic will have subsided enough by the end of the year that they can replicate their 2020 calendar in 2021 which seems simple enough. For both organisations their 2020 calendars have largely been write-offs and it has taken unprecedented co-operation from promoters, circuit owners and teams to allow racing to happen at all, in some instances decisions have had to be made at extremely short notice. With no gate income circuit bank balances have taken a major hit, and spare a thought for the countries and grand prix circuit owners who built new mega million dollar tracks and facilities that won't see a F1 race until next year at the earliest. We have learned how situations can change quickly, sometimes overnight. A Chinse bug that became bugger...

Café 116. Situated in the back corner of the courtyard behind AFC Motorcycles new showroom on Napier Road, Café 116 is becoming an increasingly popular meeting place. At 10am on the last Friday of each month a special group assemble, all having had involvement with motorsport, the motor trade or a combination of both. At the June rendezvous there were 36 people chatting over coffee and a bun about all things automotive. It's an opportunity to meet like-minded people who collectively have a mountain of knowledge and experience with great tales to tell. There's an open invitation...



People on the move. Vern and Yvonne Marshall have relocated from JFK Drive to Hayden Street for the simple reason it's easier to maintain a smaller property as you get older. The Marshall's house was never less than immaculate inside and out, one long blade of grass meant the lawn had to be mowed! The Marshalls are also long stayers, they lived in their Peters Avenue residence for 27 years and JFK for 28 years,

does that means their next relocation will be around 2027/28? As for the answer to the question raised in last month's magazine, Lord Verdun has confirmed that he has only missed two Manfeild meetings since the track opened in October 1973, Round 1 of the FAE Winter Series because no spectators were allowed and once when he was in Australia. That's an attendance record that will never be matched, certainly in our country. Another reason why Manfeild's Squire can't stay away is because he holds the key to the Higgins suite...

The news that the Higgins Manawatu Turbos will have a new 'Boneyard' for two of this season's home ITM Cup matches will excite local rugby supporters, especially those from the surrounding rural clubs. The initiative to use the site of the old Feilding racecourse to create a boutique playing field has a number of benefits, particularly with spectators being as close as allowed to the on-field action on tiered seating that will have a capacity of 4,000 spectators. The Turbos first three home matches (Otago, Canterbury, Bay of Plenty) will be played at their regular Central Energy Trust Arena before the commencement of the speedway season, the two Manfeild Park games will be against Southland on 1st November and Taranaki a week later, both being played in the afternoon. This shift to Manfeild Park is a major logistical exercise with seating, scaffolding, corporate area, changing rooms, coach's boxes and toilet facilities requiring location, for many years the Hurricanes played pre-season games on farmer's land at Mangatainoka that proved to be outstandingly successful - the Manawatu Rugby Union and the Manfeild Park Trust will be hoping for a similar outcome...



The Shelby GT350R prototype mentioned last month is officially the worlds most expensive Mustang after selling at auction in the US for almost NZ\$5.8 million, eclipsing the \$5 million made by the original Bullit Mustang. Horses have always been expensive

And in other auction news it would appear that Covid 19 hasn't had an impact on international prices, despite the move to online only auctions, with several interesting motorsport cars fetching more than their estimates in the last month. The ex-John Woodner Peugeot T16 rally car featured in this column previously made NZ\$660,000, a 1981 Lancia Rallye 037 Stradale (one of 13) found a new home at NZ\$804,000, a lovely 1964 Porsche 904 Carrera GTS realised an excellent NZ\$1.23 million and an ex Marku Alen works 1985 Lancia Delta S4 Rally which won the 1985 RAC rally made an astonishing NZ\$1.37 million. Clearly the pandemic hasn't affected some wallets.

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Well it's taken him 5 years but Rex Vizable has finally secured the Series Championship win from 4 x winner Daniel Feck! Well done after a very consistent showing in this years series.

Class winners were Scott Harland (Mini) A, Greg Browne (Integra) B, Jackson Clendon (Fiesta) C, Robin Feck (MR2) D and Rex Vizable (Legacy) E.

Levin Car Club put on a fantastic event on their debut to the series at the Mangahao Dams road, a mini Motu that starts close to the powerhouse and winds its way up the hill to the first dam. Tight and challenging it was a fitting finale to the 2020 series. The weather was great and everything ran smoothly. Well done to William Menzies on taking the win and setting a new road record with some fantastic driving in his Evo.

Well done to all our class winners and thank you to everyone involved in making this year very successful despite the interruption of Lockdown. We have seen big fields of competitors with such a range of machinery, competitors travelling from all around the country at times, and something I have noticed is more and more spectators. Results are now going up on the eWRC website getting our little NZ series some international exposure.

A few notes for our next series made from feedback

- have a points system for codrivers
- have a points system for clubs
- investigate a tracking/timing system within our budgets

Please share your ideas on how things could be more efficient, more exciting for competitors, easier for organisers, more inclusive for spectators or anything else you think may enhance the series. Please get in touch, we really value feedback both good and bad so don't hold back.

Please share this around, and if you want your club to be a part of this brilliant series we welcome nominations for new events before we finalise next years series dates.

Looking forward to seeing everyone again and more new competitors to the series next year.

Pete ersprintseries@gmail.com



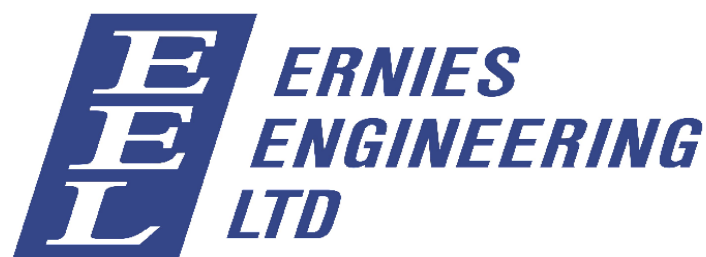
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A NIGHT WITH...

On July 14 the usual 'Track 'n Yak' at the Rose & Crown was shifted to the MCC Clubrooms for the first of a series 'A night with, reflecting on the life and times of Tim Gibbes who remains a very active octogenarian with a real community spirit.

With people able to secure a 'ticket' through the club's web site the 'house full' signs were out well before the night, people attending from as far away as Wellington and Wanganui, including a large number of motor cyclists who wanted to hear more of Tim's exploits on two wheels.

Born in Sydney and raised in South Australia, Tim's riding career took a big step when he first went to England and began testing bikes for manufacturers AJ's and Matchless before becoming a Matchless 'factory' rider and competing in International Six Day Trials, the oldest off-road motorcycle event on the FIM calendar that dates back to 1913. Held in countries around the world, New Zealand hosted the ISDT in 2006 based in the Taupo region. Run on 'roads' that often resembled tracks and lined with thousands of spectators irrespective of the weather, the events are a true test of man and machine. Reliability and rider skill were key factors with strict rules regarding time allowances and restrictions on mechanical replacement, in Tim's day riders learned to change a rear tyre in three minutes, the front was slightly quicker.

The ISDT is known as the 'Olympics of Motorcycling' with riders competing for gold, silver and bronze medals, Tim won six golds and a bronze from 1956 to 1963.

Those trials events morphed into motocross that embraced many European countries and the language



barriers that came with crossing borders into different countries, ANZACs have always been resourceful people so where there was a will there was a way. His European riding buddy was Ken Cleghorn who would become his brother-in-law when Tim married Joan 59 years ago.

That experience and the contacts made were put to good use when Tim returned to New Zealand and our region, he was the driving force in establishing the now iconic Woodville MotoX on family property in 1961. Ken won the inaugural Woodville Grand Prix and on two more occasions (1965 & 1966, Tim's name was engraved on the coveted trophy in 1962 and again in 1964.

Over the early years international and world champions raced against New Zealand's best on a course that was only used once a year and included a 40 foot very steep drop and jumping, later running along, a small river that ran through the property in front of very large crowds.

Once the event was established Tim was able to use his contacts to good advantage and 'imported' top riders from England, Europe and the United States giving Woodville true international status. In

1967 Britain's Keith Hickman won, the following year Gunnar Lindstrom from Sweden then Englishman Gordon Adsett. Woodville was part of a series and in 1970 former world MX champions Dave Bickers and Jeff Smith tied on points, cutting the trophy is half solved the problem of a run-off!

It was then, and remains, this country's biggest Motocross event and has been organised by the Manawatu Orion Motorcycle Club since day one.

There was involvement with the Castrol Six Hour production motorcycle races that ran annually from 1974 to 1988 and brought fans from all over the country, on one occasion the Inter-island ferry had a sailing each way only carrying motorcycles and their riders! The races were unique in that they featured a 'Le Mans' style start where the riders ran across the track to their machines. Tim's allotted task was driver for long-time track doctor Jack Drummond and another doctor (name unknown) using a Russell Harris loaned Citroen 2CV.

Those who attended learned that Tim had a vested interest in Manfeild as one of the circuit's guarantors, in the mid-1970s he was involved with the introduction of rallycross, both as an organiser and competitor. The 'track' included part of the front straight, Turn 1 and the infield at the Kawakawa Road end, rallycross was a great spectacle and drew large numbers of spectators. Tim initially drove a Mitsubishi Lancer followed by a Mitsubishi Galant followed by a Mk1 Ford Escort with a very special pedigree.

It was an ex-factory car that had been rallied by the great Hannu Mikkola before being sold to Ford Australia. Part of the purchase deal was a 2-litre BDA engine, following negotiations a brand new motor arrived from the Ford Competition Department in England, freight free. This was a car that Tim spoke very highly about because it was very powerful and extremely 'driveable' in all conditions.



Prior to the Escort, beginning in 1973 Tim and Ken had enjoyed remarkable success in rallying with a Toyota Corolla and later a Toyota Levin, now Tim had the ultimate rally weapon with the country's top man in the left hand seat. Jim Scott had navigated for the likes of Andrew Cowan, Ari Vatanen and top local Paul Adams in our international rallies during the 1970s, it was a real coup to have him involved because of his unmatched



experience. Fortunately Tim found that Jim Scott also had a good sense of humour, and he was also the only driver to put Scott completely upside down!

It was Jim Scott who brought credibility to a 'tongue in cheek' project of Tim and two mates. In 1978 Gordon Murray designed the Formula 1 Brabham 'fan' car that won the Swedish Grand Prix driven by Niki Lauda and was immediately outlawed. That led to the creation of the Escort BDF ('F' for fan), completed in a couple of nights the device simply hooked over the rear bumper of the car with

the visible fan operated by a switch on the dashboard. The plan was that it would be on the car at the start and removed, but that didn't happen as they ran the early stages with it before the device was detached in the interests of 'fair play'. The 'BDF' completely fooled everyone and is still talked about today in rally circles.

When the Escort was sold attention switched to circuit racing and the opportunity for Tim and Ken to co-drive a 2-litre Toyota Corona in the 1976 Benson & Hedges 1000 race for NZ assembled cars at Pukekohe, three cars were entered by Toyota NZ chasing the Class Team Prize. It was a weekend not without its problems, on the way north the trailer removed itself from the tow car in the Mangawekas, the front bumper of the Corona was damaged, but from that point it was all good news with a little 'controversy' thrown in.

Following testing at Manfeild the car was run with a mix of radial and cross-ply tyres which was two seconds quicker than all radials, with the cross-plys on the back the car wasn't great in a straight line but racing is all about lap times and two seconds is a lot of time. To add to the confusion false times were shown on the pit board, but it paid off when the Coronas claimed the all-important team prize, Tim and Ken finishing 21st overall.

There was one more roll of the racing dice with the purchase of a Fiat 124 coupe as a family car, with two doors it was hardly family but the 1.8 litre DOHC engine cars were very popular in the Castrol GTX production Saloon Championship in the early seventies and were driven by a number of the country's leading drivers.

1999 saw Tim and Joan Gibbes form Tim Gibbes Timing that began a new phase in their lives and dragged motorsport into the electronic age. There was a costly setting-up exercise with some frustrations along the

way, but it quickly became the accepted way to time all-types of events with error-free results being instantly accessible. It was a well-deserved and appropriate acknowledgement when their work was recognised in 2016, jointly awarded the prestigious John Britten Innovation Award.

Possibly most interest during the night centred on Tim's role as a stunt rider in the widely acclaimed 1963 movie 'The Great Escape' that was based on a true WW2 story with a touch of Hollywood drama. Steve McQueen starred and was involved in a motorcycle chase of epic proportions that included a jump over a 12-foot-high fence. In reality the chase never happened but it was for many the highlight of the film. In the role of a German soldier Tim 'crashed' after striking a wire that Hilts (McQueen) had stretched across the road, Hilts stole his clothes and motorcycle and the chase began.

Tim was involved in another role as a German soldier riding a sidecar, and in setting-up the actual jump site with McQueen also on the end of a pick and shovel. Tim tested the jump several times on a motocross bike then the actual Triumph TR6 used, to ensure the

speed and ramp angle were right before handing the bike to American stunt rider and friend Bud Ekins to make the filmed jump - now you know that it wasn't Steve McQueen or Tim Gibbes!

There was a sequel in March last year when Tim was flown to England to take part in an evening that celebrated 75 years since the great escape to the day. Held in London's Apollo Hammersmith Theatre, the hour long 'Great Escape 75' was broadcast live to 350 packed theatres throughout the United Kingdom to raise funds for the Royal Air Force Benevolent Fund. Highlights were Tim being reunited with the original Triumph TR6 that still bore the scars from when he 'crashed' it and footage being shown that Joan took with her 8mm movie camera that showed the 'crash' scene from a completely different angle.

A 'Night With ' was only a brief glimpse of what has been an extraordinary journey shared by Tim and

Joan for more than sixty years, a journey that has also involved many friends. Successful businessman, successful organiser, successful competitor on both two and four wheels, entrepreneur.

The Gibbes are 'living treasures', we thank and salute them...



Early the following morning (8.24am) President Richie sent an email to all those who reserved tickets, a message of thanks. There were a number of responses, one in particular stood out -

Kia Ora Richie

We were delighted by last night's event, thoroughly enjoyed the company and care provided by your team.

We were warm, well fed and watered - how could you not be happy with that.

I'd like to pass on my personal appreciation to you and the girls especially, you were all very welcoming and accommodating, well organised and made for a positive experience with the Manawatu Car Club.

We would certainly be interested in attending other events similar to last nights - well done.

Nga Mihi

Sarah Elliott

RH

The key words in Sarah's email are 'a positive experience with the Manawatu Car Club'. Each and every event the club holds should embrace those words, remembering the 'experience' is from the moment of arrival to departure.

All it takes is a friendly smile and words of greeting ...



FAE WINTER SERIES ROUND 2



Held on 05 July Round 2 had more competitors, more new cars, more new drivers and spectators to enjoy the racing on a dry track on a very summer-like day - no chilly start, little wind, sunshine and the air temperature in the mid-teens. The big bonus for competitors was being able to bring their family and regular crew members after the Round 1 coronavirus restrictions.

Most encouraging was the increase in numbers in the Formula Ford class, with four cars facing the starter after the solitary entry in Round 1, disappointingly the RS Cup entry was again below double figures. Overall there were 95 competitors, up from the 85 who contested the opening round.

The Danny's Auto Services / BT Advisory RS Cup attracted a field of seven, two more than the opening round, included were two lady drivers making their racing debuts, Alice Staddon and Shona Pirie (pronounced Pie-ree). Qualifying saw Warren Cleland topping the time sheet by 8/1000ths from Gareth Stanley with half a second back to Paul Rodgers and a similar margin to Michael James, Alice Staddon was only fractionally more than 3 seconds off the pole time. Shona Pirie and Rodney Penn didn't take part in the session.

In the Scratch 6 lapper Stanley grabbed the initial advantage before Cleland hit the front on lap 2, a lead that he didn't relinquish and extended out to two seconds at the flag over Stanley. There was a similar margin back to Rodgers followed by James whose HQ Holden was kept under constant pressure by Staddon in the Bryce Hogg Mazda MX5, trailed home by Penn and Pirie. Three driver's lap times came to attention of officials for being under the 1.30 breakout, as a result James became the official winner by 0.354 over Staddon followed by Stanley, Rogers and Cleland who copped penalties.

In the Reverse Grid Staddon had a spin at the hairpin on the opening lap which dropped her right out of



contention. The lead changed continuously each lap, Penn then James, then Rodgers, on lap 4 Staddon caught and passed Pirie but that was as far as the MX5 advanced. At the front of the pack it was very close racing with Rodgers a second ahead of Stanley with 6/10ths back to Cleland and three seconds to James which was the finishing order before the speeding infringements were applied. James had back-to-back wins, this time by 4.1 seconds over the Penn Altezza with Stanley 20 seconds away and just ahead of Cleland with Staddon, Rodgers and Pirie rounding out a field covered by 34 seconds.

Could the trio contain their enthusiasm in the Handicap? First to last away was 70 seconds, at the front Pirie had 20 seconds over Penn with another 10 to James and Staddon, at the back Cleland gave 5 seconds to Rodgers and Stanley. At half distance Pirie retained a 10 second lead over Penn with 4.4 to James followed at a distance by Stanley, Rodgers, Cleland and Staddon who was 20 seconds behind the leader. Growing in confidence Pirie enjoyed a 6.6 lead over Penn going into the penultimate lap when the field began to bunch, Penn was swamped at the hairpin and the lap ended with Pirie still 2.3 in front of Stanley who was hotly pursued by Rogers and Cleland, James holding off Penn and Staddon. But Pirie couldn't hold on and it was Rodgers who was first home from Cleland and Stanley, but again the trio were unable to contain their enthusiasm and got pinged with time penalties. That gave Pirie and her Honda Civic a maiden win by 9/100ths over James with Penn third ahead of Staddon, the result sheet showed Cleland 3/10ths up on Stanley with 10 seconds to Rodgers who must have infringed one lap more than his mates. Good interesting racing that would have given the two newbie ladies a great deal of confidence for the future rounds.

Warren Cleland claimed the fastest lap of the day, 1.28.859 in Race 2, more than a second under class breakout and 8/10ths quicker than his qualifying time - that Toyota Starlet that set son Jack on his racing career path is a great club car with a great history.

The eleven entries in the Geartech Automotive SF Cup was the same as Round 1, the most interesting entry being multi MX5 Cup champion Bryce Hogg in the well-used family racing Toyota Levin. He started the day well by setting the fastest qualifying lap, his 1.25.094 being 9/10ths ahead of Hailey Sinkinson who was very closely pursued by Cam James, Richie Arber, David Anstis, Kolin Yannakis and Samantha Stanley, seven cars covered by 7/10ths of a second, the entire field by 3.117!



Sinkinson made a superb start in the Scratch race to head the pack into Turn 1, there was drama at the hairpin when Hogg spun, by some miracle there was no contact with anyone. When the lap ended the order was Sinkinson, Arber, Yannakis, James and Anstis, on lap 2 Yannakis took Arber under braking for Turn 1, the next lap he did the same to Sinkinson! At the halfway mark Yannakis, Sinkinson, Arber, James, Antis and Alastair Chalmers formed a long train chased by the recovering Hogg. It was the same order going into the final lap with the big Volvo holding a two second advantage that was maintained, but the win wasn't to be because of the 1.25 breakout, Kolin was one of the four drivers who couldn't restrain themselves (Yannakis,

Sinkinson, Hogg, Trent Smith) which handed the big points to Arber by more than a second ahead of Anstis, then Chalmers, Samantha Stanley and Sean Rowles.

The Reverse Grid had Spencer Morris and Cam James on the front row with Rowles and Stanley behind them, Yannakis was on his own on the back row with Arber and Sinkinson immediately ahead. Lap one ended with Samantha Stanley leading the way after a great start, next was James and Hogg who had started P8, Chalmers and Smith while Arber dropped to the rear with his Corolla GT appearing to have lost a few horsepower. Stanley held her advantage until lap 5 when Hogg slipped past in the esses, third place was held by Smith from the hard charging Yannakis. Going into the final lap Hogg led by 1.7 seconds and took the checker with 2.7 splitting Stanley and Smith at the line, this time only three of the Race 1 quartet got caught speeding, Stanley took the win by 1.4 from Smith with Hogg third despite a 10 second penalty, round out the top six were Chalmers, Yannakis and Sinkinson with Arber labouring home in 7th, 14 seconds behind the winner and ahead of Rowles who was also penalised, both Anstis and James recorded DNFs.

The naughty boys were naughty again in the Handicap 6 lapper that saw Chalmers take the spoils by 4/10ths from first man away Spencer Morris with Arber claiming a hard-earned third ahead of Stanley and Rowles. Next were Smith, Sinkinson, Yannakis and Hogg who incurred varying time penalties. This time Anstis was a DNS while James had back-to-back DNFs. So, who clocked the fastest lap, there were several contenders but the honour fell to Kolin Yannakis with a best 1.23.545, significantly under the class 1.25.

There was another full field for the Coresteel Buildings IB Cup races, 17 cars on the grid that matched the Round 1 number. Qualifying suggested the racing would be very close with the five quickest cars covered by less than a second and another three only 6/10ths slower. Kieran Moorman topped the sheet from Russell Chapman, Troy Howard, Scott McCaskie and Logan Moorman with Jeremiah Raine, Nick Stewart and Sean Browne very close behind. For Kieran Moorman clocking the best time came at a cost, his 1.19.673 was under the 1.20 breakout and he lost 50 championship points! Three GT Radials Taxi Cup cars were included in the field, Kerry Tong being the fastest and 11th overall, Grant Anderson and Leo Van Berkel completed the taxi rank.

In the Scratch race Chapman got off the line best to lead Kieran Moorman and Logan Moorman before Stewart who had started P7 slipped past Logan Moorman on lap 2, behind the quartet were McCaskie, Browne and Raine. Next time round McCaskie had taken Logan Moorman and the order remained that way until the start of lap 5 when the tight front running group entered Turn 1, Chapman went wide and in the scramble they emerged with Kieran Moorman leading McCaskie and Stewart, Chapman slipped to fourth followed by Logan Moorman and Sean Browne. On his return to Manfeild McCaskie had his BMW really



wound up with a series of too quick laps, the fastest 1.18.62, he took the flag from Kieran Moorman who had also gone sub-1.20 on the final two laps, so third across the line Stewart took the win by 1½ seconds from Chapman with Logan Moorman third, followed by Sean Browne, Gerald Watson and Mike Marsh - Kieran Moorman was relegated to 7th, McCaskie to 17th. In the Taxi Cup Tong, Anderson and Van Berkel finished line astern with Tong 11th overall at the line.

For the Reverse Grid John Rongen had the front row to himself with Raine a non-starter, Simon Manthel and Van Berkel formed row 2, row 3 had cabbies Anderson and Tong together. At the end of the first lap Tong overtook Van Berkel on the line to lead by 7/1000ths, Troy Howard had a great opening lap to be third after starting P13, next came Watson, Stewart and Manthel. Howard moved up a spot on lap 2, and Sean Browne improved to 6th to come into the picture. Tong led until lap 5 when Howard made a great pass in the esses, Browne had moved up another three positions with McCaskie snapping at his heels and on another charge. It was a frantic last lap with Howard run down by McCaskie on the line, the margin 6/10ths, with a second back to Sean Browne, then Tong, Watson and Marsh. McCaskie was the only driver to infringe this time, on each of the final three laps, so first became last in the official results that read Howard, Sean Browne, Tong, Watson, Marsh and Kieran Moorman, Tong claiming the most Taxi Cup points while Van Berkel got the better of Anderson this time.

There was a 30 second spread in the Handicap with Manthel, Van Berkel and Anderson first away, McCaskie was on his own at the back, 5 seconds behind Kieran Moorman. The early laps ran in the order Van Berkel, Anderson, Manthel, Tong and Greg Browne, at half distance McCaskie was 20 seconds off the lead. On lap 4 Anderson dropped well down the order as the field started to bunch, lap 5 ended with the order Van Berkel, Manthel, Tong, Watson, Greg Browne with McCaskie 9th and 10 seconds off the lead. Little changed over the final 3 kilometres with Van Berkel half a second ahead of Manthel when the flag fell, Tong was a couple of seconds back in third chased home by Watson, Marsh and Shaun Browne who overtook his father on the final lap to claim 6th. McCaskie couldn't get through to the front this time despite four sub 1.20 laps with a fastest 1.18.557, adding up the penalties meant another last place more than a minute behind the winner! Leo Van Berkel took the Taxi Cup honours this time ahead of Tong, two cabbies on the podium.

Competitor numbers were up by five to twenty-one for the GDM Retail Systems Classic Cup races that are all run using the Handicap format. Michael Eden in the 5-litre Chev Firenza was comfortably quickest in Qualifying, 1.2 seconds ahead of Layton Hammond who was more than two seconds faster than both Ian Williamson and Dean Curtis, just 6/100ths away was Jonathan Hogg who returned with the superb BMW CSL 'Batmobile'.

For Race 1 the handicappers had John Blaikie and Bill Ritchie first away, 20 seconds behind were Neil King and John Gray while back rowers Williamson and Eden had to wait another 35 seconds for the flag. The race was red flagged before the second pair left the grid, whatever the problem it was soon sorted by the grid marshals. Ritchie won the race to Turn 1 to lead Blaikie and Gray did the same to King. Hogg had an off-course excursion exiting the esses after catching the ripple strip, the Bimmer stalled and 20 seconds were lost that dropped the car right down the field. Gray led when lap 3 ended followed by Ritchie, Blaikie, King



and Chris Wall who was a man on the move, Curtis was up to 10th and four places ahead of Eden, Williamson was two more back. A lap later Gray was still in front but King had elevated himself to second and Wall to third, Ritchie dropped to 4th but was still ahead of Dennis Roderick with Brett Tasker coming into contention, Curtis and Eden had picked up more spots, could it be a grandstand finish? That thought didn't eventuate as Gray took the checker 2.3 seconds ahead of King with 1.6 to third placed Wall, Curtis got through to 4th just a few tenths ahead of Tasker with a 3 second gap to Eden, Williamson having to settle for seventh.

Race 2 had a similar starting order, this time Blaikie made the best getaway to head Dave Burroughs and Richie, Bruce Stewart led the chase followed by Don McIntyre and Sandra Eden. The positions remained static until lap 4 when the changes began, Blaikie continued to lead but McIntyre had advanced to second followed by Ritchie, Geoff Boyden, Sandra Eden, Stewart and Ross Francis. Another lap and Boyden was in second, Hammond was now 4th followed by Curtis, Sandra Eden, Ben Boyden and Michael Eden, the Ritchie Alfa Romeo had disappeared off the lead radar. Geoff Boyden claimed the lead on the last lap and held out a fast finishing Curtis by half a second with a similar gap to Hammond, in a rush came Michael Eden, Williamson and Blaikie - the first six cars covered by 3.4 seconds, the handicappers were right on the mark.



For Race 3 Burroughs had a 10 second start over Blaikie and Ritchie, another 20 seconds back were Francis, McIntyre, Sandra Eden and Stewart, this time Curtis and Michael Eden were conceding 65 seconds to Burroughs, a tough assignment. Burroughs held his lead until lap 3 when Blaikie hit the front, Ritchie also making the pass, Wall was 4th followed by Francis while Michael Eden was 24.5 seconds behind the leader with Curtis just ahead. Lap 4 saw Wall take over the front running and Eden getting the gap down to 16.2 seconds, next lap and the moves came thick and fast, Wall led with Francis jumping to 2nd ahead of Ian Thompson, Ritchie, Blaikie and Stewart, Michael Eden passed Curtis but was still 11th with a lot of work to do. Wall took a comfortable 6.3 second win over Francis, Williamson had a brilliant race to finish 2/10ths behind the Falcon GT to claim 3rd with a similar margin to Thompson and 4/100ths to Hammond. Michael Eden and Dean Curtis finished 6th and 7th split by 6/10ths and seven seconds behind the winner. Take Chris Wall out of the equation and the next six cars were covered by 1.6 seconds - that's seriously good handicapping. Fastest lap of the day honours went to Dean Curtis in Race 2 with a 1.16.110 lap, much better than the 1.21.959 he did in qualifying.

Mixed fields make a lot of sense when it comes to grid numbers, again the Ernie's Engineering GT Cup drivers raced alongside the Manfeild Muscle Cars, 18 plus 4 equalled 22 starters, an overall increase of four over Round 1.

In Qualifying Ross Thurston was back with a vengeance following the early clutch failure in Round 1, running a best 1.08.471 that was 2.6 quicker than Tony Satherley, the pair topping the GT-A times. Fastest GT-B runner was Michael Jury who headed Tony Allpress by half a second while Ken Lupton upstaged Steve Hildred by 7/10ths in the Manfeild Muscle cars. It looked like an interesting day ahead.

In Race 1 Satherley was very slow off the line on the outside of the front row which forced Anton Cheetham behind him to make a massive avoidance without making contact with another car! Thurston took off like a space rocket and disappeared into the distance, leading Cheetham by 5.6 seconds at the end of lap 1, next in line were Satherley, Jury, David Thomsen and Tony Allpress. The Manfeild Muscle Cars started at the rear of the grid, Hildred led Lupton and Greg Cuttance, the trio covered by half a second. Thurston doubled his lead on lap 2 but Satherley was in second place after overtaking Cheetham. The running order remained the same until lap 5 when Lupton out-braked Hildred into Turn 1, Allpress dropped down the field several places while Thurston eased his pace slightly, dropping from 1.09s to 1.14 on the final lap. He crossed the line more than 10 seconds ahead of Satherley with a massive 19 second gap to Cheetham and another 8 seconds to Jury who was the first GT-B finisher by 5 seconds over Thomsen. Lupton held off Hildred by 1.3 to take out to win the Manfeild Muscle Cars, both Cuttance and Bruce Deihl were a lap down. Thurston's best lap was an impressive 1.08.573, an average speed of 159.071 km/h.



Race 2 was the Reverse Grid Double Spaced with Daniel Gordon and Justin Allen sharing the front row after both were DNSs in Race 1, behind the pair were Matt Podjursky and Garry Cammock. Gordon shot into an immediate lead that he never relinquished with Cammock, Podjursky, Michael Jane, Stephen Samuelu and Andrew Wasley the other early front runners, further back Thurston was guiding his Evo through the traffic and by the end of lap 2 was in second place, albeit some distance behind 'Flash' Gordon who was lapping in the 1.10s/1.11s, Satherley was 3rd, followed by Podjursky and Samuelu. There were few positional changes until the final lap, Gordon led by 6.4 seconds, Satherley moved ahead of Thurston after two very fast laps while Cammock drifted back after a great mid-field battle with Samuelu. Gordon never eased his pace and took the flag with a 6.4 second advantage over Satherley, Thurston was 2 seconds back in third, the trio 30 seconds ahead of Samuelu who led home the GT-B class from Thomsen and Chris Parker.

The Manfeild Muscle Cars exited Turn 1 in the order Hildred, Lupton, Cuttance and Deihl and it remained that way for the entire six laps, Hildred enjoying a 10 second margin at the flag with a 9 second gap to Cuttance - Lupton 1 win, Hildred 1 win with the decider to come.

The Handicap saw the MMCs at the front of the grid, Deihl had a 10 second start on Cuttance with a further 10 back to Hildred and Lupton. Another 5 seconds to Cammock and Allen, the first of the GT Cup runners in a group of seven cars, while Satherley, Gordon and Thurston were plus 65 seconds and giving 5 away to Cheetham. The MMCs saw Deihl taking full advantage of his 10 second start and he held his lead over Cuttance until lap 5, further back Hildred was busy keeping Lupton at bay, but at the hairpin on the last lap Lupton executed a perfect inside pass to claim a hard earned third by 7/10ths. The winning margin was 6.6 seconds with 9/10ths between 2nd and 3rd. Lupton had the bragging rights.



Behind the V8 quartet the big GT Cup grid ensured life would be very busy for the backmarkers. Cammock and Jane were the early leaders, Wasley picked up three places on the opening lap to be third ahead of Allen, Wall and Sandra Eden. Cammock disappeared off the top of the leader board on lap 2 making the order Jane, Wasley, Wall, Allen and Thomsen, Satherley's race ended on lap 3 while Cheetham and Gordon were closing in the leading pack, next time round Samuelu came into the picture and Wasley overtook Jane for the lead. The final lap was like the charge of the Light Brigade with the first six cars covered by four seconds at the checker in the order Wasley, Jane, Allen, Wall, Gordon and Samuelu, Gordon being the first GT-A Cup home two places ahead of Cheetham. Thurston finished a lowly 13th, his best lap of 1.13.8 suggesting the Mitsy Evo may have suffered a loss of horsepower or transmission problem? Great mix of cars delivering high quality racing.

The appearance of the Max Tarr Electrical MX5 Cup cars is eagerly awaited thanks to their traditionally close racing, the field being boosted by the return of Richard Bosselman after his gate security duties at Round 1, and MCC magazine Editor Trevor Weir who was making his circuit debut after a life of rallying, ten cars in all. Eight cars in Round 1 became ten cars in the Round 2.

Qualifying was close, very close with the five fastest cars covered by 0.885 of a second, Denis Churcher was at the top of list 8/100ths ahead of Jeremy Hoskins followed by Zac Stichbury, Jack Cleland and Tim Wilde. Down the field Trevor Weir was just 2/10ths behind Richard Bosselman and 3.9 seconds slower than Churcher, a promising start to a racing career that was now six laps old!

Race 1 and it was Hoskins who made the best start to lead Cleland by 3/10ths at the end of the first lap with 3/100ths to Churcher, then Conrad Healey and Tim Wilde. Everyone wanted to lead, lap 2 it was Churcher, further back Stichury was hassling Wilde two seconds behind the new leader, next lap Hoskins crossed the line 8/1000ths ahead after a faster exit from Turn 7 with Cleland, Healey, Wilde and Stichbury grouped together. Lap 4 there was no change, Lap 5 Churcher regained the lead and everyone looked a possible winner, they went three-wide into Turn 1, they all survived, then it was bumper-to-bumper, they bunched

up again under braking for Turn 7, round the big sweeper and the mad charge to the line, Churcher getting home by 0.12 from Cleland with the same gap to Hoskins, Healey and Stichbury a second way, Mike Dunn passed Wilde to take 6th place by 2/10ths. Weir's race debut ended with a DNF after two laps with a wheel attachment problem.



For the Reverse Grid, Weir and Tony Johnston shared the front row with Bosselman and Wilde on Row 2, Cleland and Churcher started P5 and P6 but well back with the double-spaced grid. Wilde made a great start to lead out of Turn 1 and the lap ended with Bosselman in 2nd place closely followed by Stichbury and Hoskins, next lap and Bosselman went too high at the hairpin, the # 89 car was swamped and he went from 2nd to 8th! That promoted the next five cars up one position. Going into the final lap Wilde led but Hoskins made the pass in Turn 7 to cross the line 0.65 ahead with Cleland 2.3 seconds behind Wilde, Stichbury, Churcher and Dunn rounding out the top six with Healey less than 2/10ths away and 11 seconds behind Hoskins.

In the Handicap Churcher, Stichbury and Hoskins gave Weir and Johnston a 15 second start with Bosselman 5 seconds behind the first pair. For the first 2 laps Weir enjoyed being in front from Johnson, Bosselman, Healey, Dunn, Cleland, Wilde, Stichbury, Churcher and Hoskins, on lap 3 Bosselman moved into second, next lap Johnston dropped two places as Healey and Dunn made forward moves, Churcher gained three places and Wilde went back three as the juggling continued. On Lap 5 Weir went from 1st to 3rd through Turn 7 with Healey now leading Bosselman, behind Weir came Dunn, Cleland and Stichbury, Hoskins and Churcher were next, Wilde was 9th but only six seconds behind the leader. It was mate-against-mate out front with Healey first across the line by 0.34 from Bosselman, Cleland stormed home for 3rd to push Weir back to 4th, Stichbury was hot on his heels with Hoskins and Churcher getting ahead of Dunn before the flag while Wilde couldn't improve his position and finished ninth. Great class, great racing again.

Like Round 1 the Total Truck Spay Formula First Cup and National Road Carriers Formula Ford Cup joined forces for the meeting, the really good news was that the Formula Ford field had expanded from one to four with three outstanding young drivers, Callum Crawley, Thomas Boniface and Kaleb Ngatoa joining Keith Miller. Round 1 dominator Louis Redshaw headed the six-strong Formula First entry, up from four cars in Round 1, ten single-seaters on the grid.

The classes had separate Qualifying sessions with Formula Ford first up. As expected the three additions topped the time sheet and were covered by less than half a second, Crawley was 3/10ths ahead of Boniface with Ngatoa 0.189 further back, Miller's best lap was 1.22.774, 10 seconds slower than Crawley's time. Redshaw predictably headed the Formula First times with 1.25.591, 0.291 quicker than Hayden Bakkerus in

the SpeedSport Scholarship car, Louis Sharp was 1.2 seconds back followed by Rob Baker and Toby McCormack, Cory Silk didn't take part in the session.

With split grids the first of the three Scratch races saw Crawley make the best start from pole position to lead Boniface and Ngatoa, the trio quickly drawing away from Miller. The leaders were never more than a few tenths apart, but on the final lap Boniface forced his way past Crawley exiting the esses and went on to win by 0.749 with Ngatoa right on Crawley's gearbox, Miller was nearly a minute back at the flag. Formula First polesitter Redshaw had the expected lights-to-flag win, finishing nearly 5 seconds ahead of Bakkerus who got the better of his duel with Sharp by half a second. Baker was comfortably ahead of Silk at the line, McCormack retiring after 5 laps.

Miller was a non-starter in Race 2 that was extended to 8 laps, this time it was Crawley doing the chasing when Boniface made the better start with Ngatoa running in Crawley's shadow. For lap after lap the margins between the three cars barely changed, 0.2 and 0.8, until Ngatoa dropped slightly off the pace over the last three laps. Boniface made it two-from-two by 0.242 with Ngatoa more than 12 seconds behind the pair. For Redshaw it was more of the same, but behind him there was great scrap between Bakkerus and Sharp with Baker getting a good view of the action from close quarters. The duelling pair swapped places on Lap 2, again on Lap 4, running virtually nose to tail right to the flag, Redshaw's winning margin was nearly six seconds, Bakkerus holding out Sharp by a couple of tenths, there was a 24 second gap to Baker while McCormack just held Silk out in their battle for 5th and 6th.



Race 3 was another 8 lapper, Boniface was quickest out of the blocks but Crawley had better drive exiting Turn 1 to make the pass in the esses, Ngatoa was again right on their heels. The trio held position lap-after-lap, Boniface slipped past in the esses on lap 5, Crawley was in front again on lap 6 before Boniface overtook on Turn 7, holding his lead to the flag by 0.436 with another 4/10ths back to Ngatoa - superb racing from all three drivers, for Thomas Boniface it was a perfect day at the office, for Callum Crawley the consolation prize was recording the fastest lap of the day.

Redshaw was chasing another three-peat, but it was the 2nd and 3rd place getters who provided the race action. This time Sharp made the better getaway to lead Bakkerus, McCormack got the jump on Baker and Silk. On lap 2 Bakkerus overtook Sharp but the young Christchurch driver wasn't going to concede easily, their next six laps was racing as good as you will see. Redshaw got his three-peat by 3.8 seconds to make it six-from-six, Bakkerus pipped Sharp by 7/100ths of a second, further back Silk headed Baker, McCormack retired to the pits with two laps to run.

With the return to normality it was a day that was enjoyed both on and off the track, a great spirit with really good racing and no bodywork damage. Most classes are wide open at the halfway mark after the mixed results in the first two rounds, Round 3 could be the maker or breaker for many...

RH



RUSSELL'S NOTES



Road to track. MCC magazine Editor Trevor Weir is a rally man, it's five years since he last competed as a 'gravel rasher'. What better time than now to try circuit racing, especially when you have a 'race' Mazda MX5 in the shed, the ex-Danny Rattray car. Circuit racing was a whole new game with no navigator and no directional arrows, just keep it pointing in the same direction on the black stuff, 'rubber side down'. Trevor took full advantage of the Saturday test sessions and Qualifying went well, Race 1 went not so well. On lap 2 he noticed something amiss in the esses that became more obvious at the hairpin, a puncture? On the run to Higgins it became a 'wobble', Trevor slowed right down and returned to the pits to check the problem, to his surprise the right rear wheel had just one retaining nut, the other nuts were gone, the studs were gone and the rim damaged. That meant a quick trip to the Hoskin's emporium in Tremaine Avenue for 'spares', a team effort got our man back in business and the day proceeded without further incident. The #55 MX5 clocked 1.29.035 in qualifying with a best race lap of 1.28.223, there was a well-driven 4th place in the Handicap but no chocolate fish. A new experience but a most enjoyable one...

Happy Jack. Young Mr Cleland had a disappointing outing in Round 1 before his mojo was found in time for the final MX5 Cup race and he was on the podium. Obviously Jack put his mojo in his gear bag and had it with him throughout Round 2 when he was back to his very best form. Fourth fastest in a very close Qualifying session followed by a score card that read 2, 2, 3. That's the Jack Cleland we all know...



Near and far. You could never doubt the enthusiasm of the Formula First drivers and their parents / supporters, they are young, some very young, on the first step of a ladder that could lead to a future like Liam Lawson and others before him. Louis Redshaw and Rob Baker are from Palmy, Louis Sharp from Christchurch, Hayden Bakkerus and Toby McCormack from Auckland. They're all fortunate enough to race under the watchful eye of Dennis Martin and his Sabre Motorsport crew. Formula First is a category built around supporting each other...

One red hot lap. The more experienced Louis Redshaw is the man to beat in the Total Truck Spray Formula First Cup, a perfect six win record is testimony to that. Young rookies Hayden Bakkerus and Louis Sharp have been the drivers who have impressed most and showed their true potential on the second lap of Race 3 when the trio swapped fastest lap times. Line astern Redshaw led across the line at 1.25.416, Bakkerus 1.24.99, Sharp 1.25.415. Those times would have given two drivers a great confidence boost, the other may have to start looking over his shoulder. Formula First is getting closer, much closer...



Remember this. Race day coincided with that magic moment two years when Bryce Hogg proposed to Alice Staddon during a break in the racing on the link track between the Turn 1 exit and Higgins. This time Alice was behind the wheel of fiance Bryce's Mazda MX5, with the multi MX5 Cup champion closely monitoring proceedings. Alice was particularly impressive in the Scratch race, no doubt benefitting from competing in club sprint events under Bryce's watchful eye and receiving expert tuition from Greg Browne during the Saturday test sessions. Alice was all smiles at the end of race day...

Time for an outing. Round 2 wasn't exactly an easy time for Justin Allen. During testing on Saturday the gearbox blew on the Mazda RX7, it was replaced but during the Ernie's Engineering GT Cup Qualifying session the clutch failed and Plan B had to be activated. Off to the Feilding Auto Electrical stables, take the cover off the Saker sports car sitting on tyres that were 2 years old, a quick check before driving the road legal racer to the circuit, get scrutineered, all good for the Reverse Grid. Justin was on the front row but drifted to 17th, settling into the old girl again? For the Handicap the Saker was in the second group flagged away, the cars in front having a 10 second start. Things were much better this time, 3rd place with a best lap time at 1.17.634, a half second improvement. A happy ending to a day that started so badly...



Comparing progress. Progress is about improving your own lap times, it's not comparing them with others. Looking at the two lady rookies in the RS Cup shows that Alice Staddon recorded a best 1.32.784 in the qualifying session and a fastest 1.30.375 lap in Race 1, a personal gain of 2.409 seconds. Shona Pirie (pronounced Pie-ree) missed qualifying before posting a best 1.41.362 in her first ever race, by the end of the day she had run a 1.36.296, an impressive personal gain of 5.066 seconds. Great work ladies, you both set yourselves new challenges...

The Hondaliers. Samantha Stanley was back in her Civic following the engine undergoing an Ernie Greenwell rebuild, it was time for some TLC with 300,000 k's on the clock! Gareith was extremely happy because the Accord wagon's VTEC was all fixed (a sensor) which meant full engine power, a speedo that worked and electric power steering that operated, a better set of tyres were also fitted. The outcome was great duels with Warren Cleland and Paul Rodgers in all three RS Cup races, though the trio did have a few problems with the breakout time. Three good guys just enjoying themselves...

There was a new car/driver combination in the Coresteel Buildings IB Cup. John Rongen had travelled up from Waikanae to race his Nissan 350Z. The Z is one seriously cool looking jigger and has plenty of grunt thanks to its 3.5 litre V6 engine, sounded great too.



There appears to be a numbers game involving some MX5 Cup drivers, it was started by Richard Bosselman with his LARGE American Gridiron style race numbers. At Round 2 two more cars were sporting them, Conrad Healey and Tony Johnston with their numbers being sequential - 88, 89, 90. The work of Karl at Signfusion, they are certainly easy to read so will more MX5 Cuppers adopt them as the series continues??

The Hogg Racing Team (HRT) had a common denominator during the day, they all spun at some stage. Jonathan exiting the esses, Bryce and his fiancée Alice Staddon both at the hairpin. Pushing to and beyond the limit obviously.

Both Boyden Bimmers definitely sounded off-colour sitting on the grid waiting for qualifying to commence. Was it a valve, a piston, a coil, an injector or a? The problem was traced to the spark plugs, a quick change to new ones, problem solved. The Boyden Bimmers sounded like they should.

Wanganui RS Cup racer Paul Rodgers appeared without his familiar silver Peugeot, apparently some engine malfunction. He was advised by mates to go Jappa so acquired a Toyota Levin, no issues with the car but definite issues with time breakouts! Time will tell how good the advice was...

Quickies. The Lunchtime Circuit Cruise again proved to be a big hit with the public, dozens of cars participated with the ten dollars a car entry assisting the local Manchester House Suicide Awareness programme with a \$500 plus donation. Great variety of cars too, including a stunning early VW Beetle with a surfboard on the roof rack, must have stopped off on their way to the beach! Another example of Manawatu motorsport supporting the region, and a reminder that charity begins at home.

The Kolin Yannakis Volvo had a major upgrade in the engine room with a 'new' second hand turbocharger fitted in the need for more power and speed.





I am so thrilled to see such a variety of motorsport events back on our Circuit again. Huge thanks to the MCC for the great work you are doing supporting so many different categories. Drifting is really growing in popularity. At the recent July event I took the chance to refresh my understanding of this sport. It was great to see so many drivers taking the opportunity to push their vehicles in a controlled environment.

Manfeild warmly welcomes the opportunity to partner with MCC in infrastructural upgrades on the track. We are moving to establish the first new Flag Point structure which will add hugely to the comfort and protection for the MCC volunteers during race events, something that is long overdue. With luck the first one will be in place for Round 3 of the FAE winter series so that it can be tested in “real life”.

As a premiere events facility, Manfeild is a real jewel in the District’s (and wider region’s) crown. We are keen to expand our range of events and to convert new opportunities across the whole Park. The rugby initiative with Manawatu Rugby is one of these initiatives that has emerged post Covid. The scope to work with such a proactive team at MRU is exciting and we also welcome the opportunity to collaborate with our key Stakeholders in exploring new business ventures. Both the Manawatu A&P and Feilding I A & P are supportive and see synergies to work alongside our forthcoming rugby events.

Our new National Driver Training Centre facility adjacent to the back track is progressing positively. Stage 1 (classrooms, office and amenities block) will be completed at the end of August with the completion of Stage 2 (large purposed built facility for Class 2-5 driver training) following in late September. We have awarded the Stage 3 (ground works) contract to Colspec Construction with the documents being signed this week.

The bid process for the 2021-2023 NZGP is taking a little longer than expected due to the challenges with Covid-19. I am respectful that large events that have an international flavour like the NZGP are requiring more careful planning at the moment. MSNZ have indicated that they will make a final decision regarding the NZGP host location by mid-August.

Best regards

Kathy

Kathy Gibson

Chief Executive Officer

KERMIT GOES RACING



OK, I admit it, it's been a while since I have piloted a motorsport vehicle in anger. In fact, the last time ended with the poor Escort grading the gravel with its roof. A very poorly judged and executed cornering manoeuvre (the road was slower than my speed) resulting in an unfortunate introduction to the roadside drain and bank and bugger. Coming as it did after several years of my rebuilding, and some months of final assembly by son Peter, it's fair to say I was done with competing at that point. But, the bug is very hard to resist and after a couple of months of gentle (and then not so subtle, and then decidedly blunt) arm twisting by Jerry Hoskins and the crew at Tremaine Energy Centre the decision to buy Danny Rattray's Kermit Green MX5 was made. Thanks to Scotty Topham for bringing it over from the depths of the Wairarapa. Yes, I'm now officially a hairdresser – albeit partially bald one!!

First job, peel all the stickers off (that's weight saving isn't it?? It must make it faster!!) then a quick check over before scooting down Tremaine Avenue from work to the crew at Tremaine Energy Centre (Shhhhhh, don't tell!! Look at the lights, waiting, waiting, green, a gap in the traffic, GO. Don't look around, just act nonchalant, nothing to see here!!) for Scott Wild to work his magic on the wheel alignment and make sure all was in order.

Saturday test day – Nervous?? Hell yes. Helmet borrowed - check; new underwear (my Mum always told me to wear clean underwear just in case!!) - check; spanner check of the car - check; new steering wheel – check; seat and belts adjusted to suit my skinny frame - check. Perfect. A few sighting laps and we will be on the pace. Yeah, nah. It takes a while to relearn that sideways is most definitely not quick on the grey grippy stuff, especially when the track is both wet and cold and most definitely NOT grippy. So, first session out and the car is intermittently onto 3 cylinders for no apparent reason. Futttingrutting poxy race cars. Back to the pits. Can't be fuel, it's gotta be spark surely? Afterall it only needs both to produce the bang and the fuel is fresh and topped up.

Check the plug leads, nope, all OK, damn I will have to scrounge a plug spanner from somewhere and check the plugs, but hang on, what's this, one of the coil pack leads is loose. Phew, quick fix and off we go again. It's fair to say my lines and especially my braking points were all over the



place. Concentrate Trevor, concentrate. Remember smooth is fast, except of course for my hero Gilles Villeneuve who was just fast regardless. Sadly, I'm no Gilles so I will just have to concentrate on the smooth bit and hope the fast bit follows. In the last session Tim Wilde gave me a tow for a couple of laps. Geeez my lines must be truly awful, or are mine actually good and his awful!! Whichever, he's way quicker!!

Fortunately, scrutineering and documentation is done on Saturday with no issues, so no need for too early a start on Sunday. And lo and behold, when I get there, there in the stables beside my green Kermit is Jerry's pink Miss Piggy. Does that make me a muppet?? Probably – can I please be Animal the drummer!!

So, race day, and compared to a rally it's just so much more relaxed. You even get time to have a decent conversation with all your fellow competitors. Qualifying first. Well I'd like to say my lack of pace was down to losing the tow from a faster car, but I'd be lying, so we will just put it down to a very rusty, slightly aging driver. Even Gilles had his off days, right??

The bonus of qualifying last was a great view of all the others scrapping for places ahead of me in Race 1. First lap, first thoughts - God, what have I got myself into?? The first corner really was frantic, I didn't realise the track was that wide as everyone tried to elbow out the opposition. No touching though, apparently it's deemed inappropriate in this company. I made up one place, then promptly lost it after an abortive attempt to go up the inside of Richard B in Turn 1. Shortly afterwards, an ominous bang, then a lurch followed by a huge vibration out of the hairpin. A quick look in the mirror to see the RHR tyre flapping (or so I thought, there's not a lot of sideways movement possible with a HANS device attached). Bugger, a flattie.

Futtingrutting poxy race cars. A slow wobble into the pit lane complete with a not so gentle massage to the kidneys and back to my pit box and no, not a flattie but a wheel held on by one stud and one very loose wheel nut. One stud and the rest of the nuts are still out there somewhere, probably keeping all those 10mm sockets company. Before I had struggled out of my helmet and gear Scott had the car up on the jack and was pulling the hub off, muttering that at least it was better than grovelling in the dirt in some backwoods service park.

Jerry was sent on a mission to retrieve a spare hub (plus his spare tyres) and thanks to the lunchbreak it was all back together before the next race. One rim and tyre toast. Bugger.

While Scott was busy getting down and dirty with Kermit I managed to sneak away and took the grandchildren for a few laps on the lunchtime Circuit Cruise (thanks Ian for donating the use of your Mustang, I promise I didn't speed) which saw an amazing array of vehicles out on the track. Most with passengers with cellphones in hand recording proceedings. Manchester House benefited by some \$670 as a result, so a definite win win situation.



Race 2, reverse grid, and yes, with my magnificent showing thus far, I got to start on pole. First ½ a lap good out in front, then, oh my god, where did all these cars come from. Talk about being swallowed up and spat out!! Again, I had a grandstand view of some very interesting lines, especially 3 wide in Turn 7 onto the front straight. Apparently straddling the inside ripple strip counts as a valid line according to Jerry!! What a bunch of mad bastards I'm playing with!! A long and lazy spin at Turn 1 put me to the back again, so far back I needed binoculars to see the next car. Knickers, knickers, knickers and stinky poos to the whole world. At least in rallying spectators hardly ever get to see your cock ups, and navigators usually don't tell!!



Race 3, the handicap race, and I had so handicapped myself thus far that I made pole position again. Off in the lead, "I could get used to this" I thought to myself, and this time more of a gap back to those mad buggers at the pointy end of the field. A totally muffed gearchange coming out of the hairpin lost a fair bit of time (there's not much power when you go from 2nd to 5th, in fact there's not much power anyway, so the momentum was well and truly lost) however I managed to make the car wide enough to keep out Richard and Conrad for almost 5 laps. That is until Richard came up the outside of me in the Esses and being a good novice (plus the fact his car is brand new and still pristine), and remembering that inappropriate touching is frowned upon, there was no block on the run into the hairpin where he got away from me. Conrad, enterprising as ever, had spotted a gap as I tried to deal with Richard and made a pass stick too. Bugger, 1st to 3rd. How did I let that happen ?? It did allow me a great view of Richard and Conrad almost



having each other off in Turn 7 in their tussle to lay claim to being the latest braker. All the while I was keeping an eye on young Jack Cleland who was getting steadily closer and closer. Then boom, there he goes, getting past under braking into T1. So a 4th place finish and my fastest lap time of the weekend.

What a great day out in the winter sunshine. A big

thumbs up to the amazing V Force and organising crew who allow the competitors to have their fun. The way you guys and girls make the whole process simple and easy, the day run so smoothly, and remain smiling the whole time (probably through gritted teeth sometimes) really does help with the whole atmosphere, which is very much in the family friendly ethos of the Club. Well done team, you certainly earn those drinks at the end of the day.

Also, I owe a big vote of thanks to Ian and Kerry at Ian Humphrey Motors and Jerry and Scott at Tremaine Energy Centre for all the support, encouragement and assistance. Thanks guys, it's great to back out competing again.

So, looking to Round 3. Work to be done. Replace all the wheel studs. New tyres ?? Check the front pads. Concentrate harder. Brake later. And harder. Trust the tyres especially on a nice fine day with a decent track temperature.

Will that be enough to relinquish those pole positions? I certainly hope so.

Trevor W



One of motorsport's great designers and engineers passed away on 17 July at his home on Queensland's Sunshine Coast at the age of 95 year. Ron Tauranac had a distinguished career that included two Formula 1 world championships and designing successful open wheel cars for other formula.

Born in the United Kingdom, Tauranac's family migrated to Australia when Ron was a child. Leaving school at 14 he later joined the RAAF to train as a fighter pilot but left the air force in 1949 to pursue a career as a draftsman. In the early 1950s Ron and his brother Austin became involved in motor racing, designing and building a series of 'specials', fabricating parts as required - their cars wore the name RALT, a combination of the brother's initials.

Ron met Jack Brabham at a hill climb in New South Wales, it was the beginning of a highly successful life-long relationship. When Brabham shifted to England Tauranac followed to work on the development of the 'low line' Cooper that brought Brabham the first of his three world championships in 1960. The pair formed Motor Racing Developments (MRD) to produce a Formula Junior car, the business quickly expanded to design, build, race and sell single-seaters ranging from Formula Ford to Formula 1 carrying the Brabham name, each model enjoyed significant success.

In 1966 the Tauranac designed Repco V8 powered BT20 won a second world championship for Brabham, the following year Denny Hulme claimed the title in the BT24, in both years the team also won the Constructors Championship. Brabham retired from racing at the end of 1970, Tauranac took over MRD and running the Formula 1 before selling to Bernie Ecclestone in 1972.



Two years later Ron formed RALT who produced a simple but versatile car for the Formula 2, Formula 3 and Atlantic categories. There was a one-off CanAm car, the RT5 that was built specifically for Super Vee, and in Formula 2 the 'works' cars enjoyed particular success, winning 20 championship races over a three year period. In 1988 Ralt built its first carbon-fibre car, the RT22 that was designed for Formula 3000, it was also its last year as an independent chassis supplier as the company was sold to the March Group.

After Ralt, Tauranac remained involved with the sport with design and consulting work, continuing his close relationship with Honda that began in 1966 when the Japanese company supplied the engines for the pair of MRD entered Brabham BT18 Honda Formula 2 cars. Drivers Jack Brabham and Denny Hulme shared 11 consecutive race wins with the car that featured the engine being a stressed component.

The Ralt name became synonymous with Formula Pacific/Atlantic in both Australia and New Zealand through the 1980s. Across the Tasman the RT4 was the car of choice, Roberto Moreno won the Australian Grand Prix on three occasions (81/83/84) and Alain Prost once (82), other drivers who raced the car included Jacques Laffite, Andrea de Cesaris and F1 world champions Alan Jones, Nelson Piquet, Keke Rosberg and Niki Lauda.

In our country Formula Atlantic succeeded Formula 5000 and Ralt soon became the dominant make. The first two years of the formula were 'owned' by Keke Rosberg in his Chevron B34, checking the names on the NZ Grand Prix trophy shows that Steve Millen and Dave McMillen were victorious in 1980 and 1981 respectively, both driving the original Ralt RT1 chassis, the next seven years saw drivers winning the country's premier race in Ralt RT4s before the Swift chassis came on the scene.



There is an even closer link between the RALT name and Palmerston North, as Ralt Australia was run by Graham Watson, the talented aluminium artist who worked for Associated Motor Bodies in the city and fabricated the re-shaped front for Kerry Grant's famous black Austin A40 Farina. 'Pee Wee' relocated to Sydney where he initially set-up a panel and paint shop in the basement of Scuderia Veloce Motors. He was also a very good driver in his own right, winning the 1986 Australian Driver's Championship in an RT4.

Ron Tauranac gave so much to motor racing before returning to Australia where his achievements were finally recognised, in 2002 being awarded the Order of Australia and later inducted into the Motorsport Australia Hall of Fame for his contribution to design and engineering.

A quiet and highly successful achiever in the days before computers and CAD/CAMS, the days when simplicity won over complexity...

RH





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- Arrival and garaging up to 9.00pm Friday
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- Scrutineering Saturday from 7.00am, Drivers briefing 8.30am
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THE HARTLEY FILES



The wait finally ended after the long period at home in Taupo before returning to Monaco and getting back behind the wheel of a real racing car. For the Hartleys the second week of last month meant crossing the border to the Circuit Paul Ricard in Southern France, 182 kilometres by road on the A8, the reason was a test session with Gazoo Racing Toyota and being reunited with the TS050 World Endurance Championship car. It wasn't straight into the car though, all six drivers had a stringent fitness evaluation before getting behind the wheel, throughout the enforced break it was essential to maintain the highest possible level of fitness with lots of cycling, lots of running and lots of time in the gym.

The Hybrid car was fitted with the 'low-downforce' bodywork that will be used at Spa this month and Le Mans next month, the on-track testing being conducted over a three day period to check the car's systems and give mileage for the regular drivers who were joined by Toyota's latest WEC recruit Nyck de Vries, the team's official new reserve and test driver. The 25 year old Dutchman has an impressive record, last year he won the FIA Formula 2 Championship and established himself as a front-runner in the WEC LMP2 category driving for Racing Team Nederland, de Vries is also driving for the Mercedes-Benz EQ Formula E team this season.



Though organised by Toyota Gazoo Racing, the private test was open to all the LMP1 teams which meant both Rebellion and ByKolles were also present, however no times were recorded. Day one was a normal test day that allowed the Toyota drivers to familiarise themselves with the TS050, days 2 and 3 were a continuous run that started at 9am on Wednesday morning and finished at 7pm on Thursday night, the TS050 covering 5,000 kilometres in the sessions.

Twitter - Great to be back at the track with the boys and girls from @tgreurope! We had a 36 hour endurance test plus some physical tests. It's fair to say we all feel ready to go racing again.

Brendon's last WEC race was the Lone Star Le Mans at the Circuit of the Americas in late February, his next is the Total 6 Hours of Spa-Francorchamps in a fortnight's time, six months without real racing will end. Currently Brendon and co-drivers Sebastien Buemi and Kazuki Nakajima lay second on the championship standings, 5 points behind the # 7 sister car with three rounds remaining. The hope is that their # 8 will win back-to-back titles, this time with Brendon, not Fernando Alonso.

On July 17 came the news that Brendon was no longer a Formula E driver after splitting with the under-performing GEOX Dragon team after five races, the last at Marrakesh prior to the stoppage caused by the coronavirus pandemic. Brendon came into the team as a replacement for Maximilian Gunther who switched to BMW Andretti this season, but the Jay Penske owned outfit has suffered from a lack of race pace and reliability issues with their EP-4 car, currently being 11th of the 12 teams in the point's count while the two drivers are 20th and 22nd in the standings. Brendon scored the team's only points in the second round at Diriyah in Saudi Arabia after being classified 9th when the post-race penalties were applied, the two points seeing him equal with former F1 driver Filipe Massa on the ladder. His Swiss teammate, Audi DTM racer Nico Muller, has only finished two races and failed to score a point as has ex-Porsche LMP1 driver Neel Jani.



The Dragon team has had an unusually high turnover of drivers with five in their cars in the past 18 races, while Brendon's race engineer Jakob Andreason departed after Round 3 at Santiago. The replacement driver in the # 6 Penske is 22-year-old Brazilian Sergo Sette Camara, the Red Bull and Alpha Tauri test and reserve driver who posted the second fastest lap time in the Marrakesh Rookie Tests prior to the lockdown. The championship resumes and ends this month at Berlin's Tempelhof Airport.

'I appreciate the opportunity to compete with GEOX Dragon, and really enjoyed my time with the team, and wish them every success for their future in Formula E'.

Team owner Jay Penske commented *'Brendon has been immensely helpful in the development of our powertrain and overall programme'*. Unfortunately the results weren't forthcoming.

During the COVID-19 lockdown Brendon continued racing, apart from the 'Racing Local' series that he and Sarah devised there was an 11th place finish in the Formula E 'Race At Home Challenge' Esports competition. Now his full focus turns to Gazoo Racing Toyota, the World Endurance Championship and the possibility of a third world title.

During the past month Brendon also revealed a cheeky 'secret' involving something that happened seven years ago! In 1958 there was a film with the title 'I Was Monty's Double', a true story based on the British Government's plan to deceive the Germans in the month's prior to the D-Day landings during WW2. It involved an active army officer, Lieutenant M E Clifton James, who was a peacetime professional actor and bore an uncanny resemblance to General Montgomery who commanded the British forces. Clifton had to learn all of Monty's mannerisms, style and air of command before being sent on a 'tour' of Gibraltar and North Africa to spread false information to officials about non-existent operations and plans, also meeting troops in the desert and appearing in newsreel footage. The Germans were completely fooled and kept large numbers of their soldiers away from Normandy, so were many officials who knew the British General! It was a bold and dangerous plan that succeeded, after going into hiding 'Monty' returned to England as M E Clifton James.

Brendon's secret had a similarity, it involved his brother Nelson when they switched places ahead of the 2013 Le Mans 24 Hour race. It was Brendon's second start in the French classic with the Murphy Prototypes Team, sharing the LMP2 car with Karun Chandhok and Mark Patterson. Nelson was there as support and to watch the race but ended up doing the driver changes during pit stops and becoming an integral part of the team.

Brendon missed his flight to Le Mans for the all-important scrutineering day that attracts a huge crowd and is the day when all the photographs are taken. With Brendon missing the Irish team owner could see the funny side of the situation and put Nelson in Brendon's race suit, the brothers being similar in height and having long blonde hair. All was fine until fans wanted autographs, they screamed and shouted but Nelson hung back as he was in a difficult position. The pre-race images clearly show its Nelson in the photographs - the day 'I Was Brendon's Double'. In the race the Murphy outfit finished sixth in the LMP2 class and 12th outright, the following year Brendon became a driver for Porsche where he won two World Endurance Championships and the 2017 Le Mans race in the outstanding LMP1 919 Hybrid.

The story was revealed prior to Brendon and Sarah returning to Monaco. Long serving Australian motorsport commentator and journalist Greg Rust was in our country at the time and secured a 1½ hour long two-part interview for his popular Shannon's Insurance sponsored 'Rusty's Garage' podcast. Greg was the lead commentator for the 'Racing Local' virtual series.

There must be many untold 'secrets' still out there...

RH





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