

# **Manawatu Car Club Inc**

## **Magazine**

### **September 2020**



# **RACE WITH US!**



What a huge month August was...

My month started with Round 3 of the FAE Winter Series. Another great day out in the sun, though the V Force team were tested with a couple of rather unfortunate accidents requiring cars to be dragged back to the pits in various states of disarray / disrepair – they did very well to get the last race finished by 5.30pm, just as it was starting to get dark and gloomy.

My day went well, qualifying not last was a bonus for a start, and being a second quicker than last time out was an added incentive. Race one I had a moment on the cement/oil/other crap going in to Turn 1, perhaps the tyres were too cold, perhaps the line was too tight or perhaps it was just the driver was too ambitious?? Then it was my turn to dodge the spinning yellow car coming off Turn 7 onto the front straight. Fortunately, I chose to drive over the ripple strip and he spun away from me towards the infield. Phew.

Race 2 and off grid spot 3 with grid 1 empty, so a clear track ahead and two to beat to the first corner. I made a good start and was into the lead - briefly. Taking the inside line into Turn 1 and would you believe it I lost the rear end completely, coming to a halt facing the wrong way and waiting for the sickening sound of another car hitting me. Fortunately everyone dodged around me, and in the meantime I'd plucked first and got going, so I still wasn't last!! Just as well the dust cloud obscured my view of the other cars, they were probably all encouraging me to select first by way of hand signals!! I decided that I need to work on my 2<sup>nd</sup> to 3<sup>rd</sup> gearchange as every once in a while I keep getting 5<sup>th</sup>. I did it in this race, realized I'd done it, whacked it back to neutral then 3<sup>rd</sup>, oooppps, no 5<sup>th</sup> again. Bugger. This time I got to dodge the spinning yellow car at the hairpin, fortunately choosing to go high as he spun down the camber, blocking those on the lower line.

Race 3, the handicap race, and I achieved my ambition of not being on pole, thank you timekeepers. So off from grid spot 2. And into the lead which I clung on to until Tim Wilde went blasting past after a couple of laps. I could see in the mirror that Scotty Topham wasn't making ground and I definitely wasn't losing ground to Tim. Then Tim muffed a gearchange (let me guess, 2<sup>nd</sup> to 5<sup>th</sup>?) and hey, I might just be in with a chance to get a chocolate fish. Trying very hard I did close the gap but not enough to challenge Tim. Maybe next time. I did manage a personal best of 1.25.8, so I improved by 2 seconds over the day and feel I could now be a bit more competitive at the next round. Happy camper. Thanks again to Kerry and Ian at Ian Humphrey Motors and especially to Jerry and Scott at Tremaine Energy Centre. (I'm using Jerry's spare wheels, so I think I will owe him some tyres pretty soon).

And just to make it an extended family affair Ian entered his recently purchased Falcon XR8, basically a road car with a cage and surprised even himself I think with a 1.25 lap in his last race. His grin was a mile wide. So different to the little UCOL Corolla he last raced in the RS Cup. Jerry, Ian and I shared one of the pit garages which I must say was a great move, it felt very professional driving straight off the apron and on to the pit lane instead of going through the dummy grid !!

Unfortunately the move to Level 2 has meant disruption to many events, including the highly awaited 4 & Rotary Nationals which has had to be cancelled. Our own events have been impacted too, with the last round of the FAEWS being run in a 2-day format again to keep numbers within the guidelines. I'm so glad that the MCC hierarchy has used a little lateral thinking to keep events happening.

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

TW



## SEPTEMBER

- Saturday 12<sup>th</sup> Feilding Auto Electrical Winter Series Round 4 Day 1
- Sunday 13<sup>th</sup> Feilding Auto Electrical Winter Series Round 4 Day 2
- Saturday 19<sup>th</sup> Feilding Auto Electrical Winter Series Prize Giving (TBC)
- Sunday 20<sup>th</sup> Transpec / GT Oil Manfeild Open Day
- Friday 25<sup>th</sup> Manfeild Test Day



## OCTOBER

- Saturday 3<sup>rd</sup> Drift Practice Day Main Track – Advanced / Intermediate Drivers
- Saturday 10<sup>th</sup> Drift Tutoring Day Main Track
- Friday 23<sup>rd</sup> OctoberFAST! Test Day
- Saturday 24<sup>th</sup> OctoberFAST! Day 1
- Sunday 25<sup>th</sup> OctoberFAST! Day 2



## NOVEMBER

- Friday 6<sup>th</sup> Manfeild Test Day
- Sunday 8<sup>th</sup> Transpec / GT Oil Manfeild Open Day
- Friday 13<sup>th</sup> MG Classic Test Day
- Saturday 14<sup>th</sup> MG Classic Meeting Day 1
- Sunday 15<sup>th</sup> MG Classic Meeting Day 2
- Friday 20<sup>th</sup> Manfeild test Day
- Saturday 21<sup>st</sup> ShowVember





## DECEMBER

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

## JANUARY

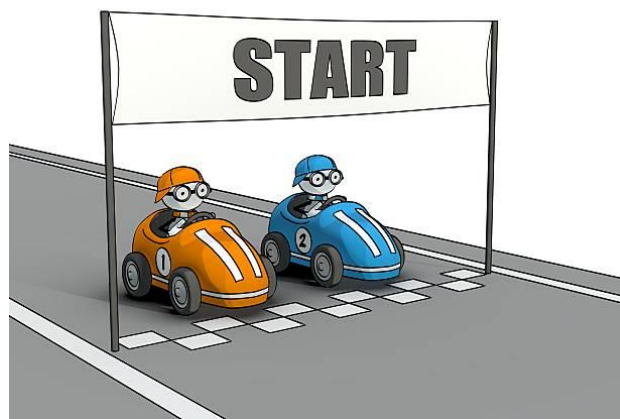
- Saturday 23<sup>rd</sup> Manfeild Marshalls Training Day  
Sunday 24<sup>th</sup> Mitre 10 MEGA Summer Series Round 2

## FEBRUARY

- Friday 12<sup>th</sup> Speedsport NZ Championship meeting test day  
Saturday 13<sup>th</sup> Speedsport NZ Championship meeting  
Sunday 14<sup>th</sup> Speedsport NZ Championship meeting  
Saturday 27<sup>th</sup> Drift Practice Day Main Track

## APRIL

- Saturday 10<sup>th</sup> Transpec / GT Oil Manfeild Open Day  
Sunday 11<sup>th</sup> Mitre 10 MEGA Summer Series Round 3



## **“Track & Yak”**

**Time:** 7.00pm to 9.00pm

**Date:** Tuesday 8<sup>th</sup> September 2020

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

**Why not pop on down and have a chat about what is  
happening on and off of the track...**



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



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



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

**Your 2020 Committee:**



Jill Hogg



Noel Beale



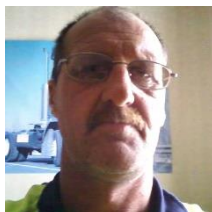
Jodie Bell



Greg Browne



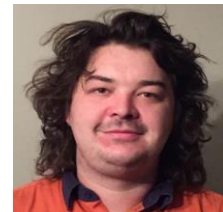
Gareth Stanley



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



Well I've been a bit like a bear with a sore head the past month (probably longer if I was honest or you asked the wife) ... yip even I can get grumpy. More than once in the past while I have tilted my head to the side, squinted my eyes somewhat, frowned, and thought to myself "what the fu...?", I think I even said it out loud once to the surprise of those people around me. Does Covid-19 have an undiscovered side effect in that it makes people go crazy, or lose their commonsense, without any of the other symptoms showing up? Now I am not saying that I am not a little crazy sometimes, I was just lucky in that my craziness was never caught on camera and posted on Social Media, and now I am wise enough to keep it confined to when I am by myself locked in my Mancave, I just can't remember there being so many other crazies around - if you are now thinking "I wonder if Richie thinks I am crazy?" then there is probably a good reason that you are, and yep that reason is probably why I am thinking that you are. Oh crap, I just remembered I had promised myself I would not mention Covid this month... oh well too late!

By the way, all the above is said in jest, as the people that I do think are a little nuts won't be reading this article anyway...



Round 3 of the Winter Series... well what can I say... I won the first race thanks to a couple of people in front of me breaking out. The second reverse grid race started well but by the first corner things started to get a little tight and I decided to ease out of it slightly to see what was going to transpire and then I got the old "Liberace" from behind and never fully recovered from that and finished up well down the pack. After some quick repairs the Handicap Race saw us get to third place, so it wasn't a bad finish for the day considering. The old Corolla GT Sedan took a good whack (so did the driver which I found out the next day) and has done a little more damage than first

thought, so we are still working on it as I write this and are hopeful of it making the grid for Round 4, otherwise a back-up car is going to be required. The problem is parts, being a GT Sedan there is not a lot of them out there, even less have been wrecked, so that is proving to be a bit of a mission.

Going back to Covid Level 3 / 2 meant further disruption for a lot of events both on the work front and for Motorsport, now I know it had to be done, but it was neither the less frustrating for a lot of people who had put a lot of time, money and energy into preparing for events that had to be either cancelled or postponed, of which neither option is ideal. So as we did with the last Level 2 event, we have had to prepare to run Round 4 of the Winter Series as we did Round 1 regardless of whether we move to Level 1 before then. By the way I think we will move to Level 1 prior to the election, regardless of what is happening, so that there are no issues around getting people out to vote or making people feel that they are able to vote without major interruption, otherwise things might be challenged afterwards which could hold the country up from getting on with life. After that who knows what, but as one reasonably prominent



economist said recently... “we haven’t seen anything yet” ... so who really knows what is around the corner aye.

There is one thing for sure and that is there will always be a race car in the garage that one can go and sit in and occasionally start up and remember the good old days before all of the world went mad.

At the end of August we ran a Autocross Event on the front track and a Drift Tutoring Event on the Back Track, at the same time, which was kind of (or should that be “kinda”?) cool... We haven’t held a Back Track event for a while (not for not wanting too I can assure you) so as you would expect it was oversubscribed. Everyone had a great time and they also had plenty of time on the track which is what it is all about.

**Prizegiving** – well, as with the Summer Series prizegiving night, we may have to postpone the Winter Series one as well if we stay at Level 2, so if we do have to we are looking at holding a combined event later in the year which may incorporate a bit of a Xmas theme to it as well. So please do not think we have forgotten about these events, they are particularly high on my list by the way as I like to mingle, and it is important that we celebrate our race series’ in the appropriate way, so we will be doing something, it is just a matter of when. So please continue to watch this space.

The MSNZ AGM, which went well despite also being affected by Level 2. Congrats to the MSNZ Team who put it together and made it easy for everyone to still be involved in the AGM despite not being able to be there in the physical sense. It was a good AGM with lots of healthy robust discussion, so now we look forward with a firm eye on the future of the sport.

And lastly but by no means least, a huge congratulations to Shayne Harris who was unanimously voted onto the Manfeild Park Trust Board a couple of weeks back. I have had a lot of dealings with Shayne over the years both with Motorsport and with my work and I have always found him extremely enriching to work with, and alongside of, so well done sir...

Richie



**Manawatu Car Club**  
**Memberships expiry on the**  
**30<sup>th</sup> September 2020**

Remember to renew your  
Membership to continue to receive  
all the benefits of belonging to  
New Zealand’s premiere Car Club.

It’s easy to renew, just go here:

[https://manawatucarclub.org.nz/pro  
duct-category/renewmember/](https://manawatucarclub.org.nz/product-category/renewmember/)

**RACE WITH US!**



**NAME:** John Blaikie

**BORN:** November 1948

**OCCUPATION:** Farmer

**RACE CAR:** Mini Clubman (12yrs owned) & a BMW E30 (2yrs owned)

**EVERYDAY DRIVE CAR:** Isuzu MUX

**DREAM CAR:** McLaren F1 – 6ltr BMW Engine

**YOUR BEST MOMENT IN MOTORSPORT?**

A 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in the MG Classics Event in 2019. Entered both the Mini and BMW

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

A Farmer, it is a way of life

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

Peter Brock, Stirling Moss & Marilyn Monroe

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

**THREE WORDS THAT BEST DESCRIBE YOU...** Happy Old Bugger!

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

A Bedford Truck, they are good for a long-life...

**WHAT IS YOUR SECRET VICE?** That is still a secret!

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

John, you're still racing!

**FAVOURITE QUOTE...**

"Never let your left hand know what your right hand is doing"







# GRID TORQUE

JAROD CARRUTHERS PHOTOGRAPHY

Mine is bigger than yours. In the world of Formula 1 each year sees team's Hospitality Units get bigger and grander, they have become remarkable feats of engineering how they can be quickly reduced in size to travel legally on roads. For some wealthy team owners, the words 'size matters' also applies to their luxury yachts - Mansour Ojeh has been associated with McLaren for many year, his yacht measures 235 feet from stem to stern. Petronas Mercedes sponsor Sir Jim Ratcliffe steps up the game with a yacht that stretches out to 258 feet, but both are well beaten in the 'mine is bigger than yours' stakes. Bragging rights go to Racing Point's billionaire Canadian owner Lawrence Stroll, his super yacht 'Faith' is a whopping 371 feet (97 metres) long, very close to the length of a rugby field. An easy winner...

What you get for NZ\$302 million. The biggest super yacht in the paddock displaces 2,991 tons, cruises over the oceans at 18 knots (33.3 km/h), has a crew of 34, can accommodate 18 guests, has a 6x4 metre glass bottomed swimming pool and a below deck heli-hangar for the twin-engine seven passenger Bell 429 helicopter. If the Strolls are in a hurry there's their 12-16 seat Bombardier Global 6000



private jet that was seen parked on the apron at Palmerston North Airport in 2015 when son Lance was racing at Manfeild in the Toyota Racing Series, winning both the NZGP and the series. The helicopter was parked alongside, the yacht was moored in Wellington for cruising the Marlborough Sounds...

Performance bonuses were costly. Following a two year lay-off during which time he competed in the World Rally Championship with the Citroen Junior Team, Kimi Raikkonen returned to Formula 1 in 2012 driving for Lotus Renault. He scored a solitary win and six other podium finishes to finish third in the world driver's championship, the following year he started with a win in Australia and followed that up with seven more podiums, scoring 290 championship points over the two seasons. Despite the 'Iceman' putting their car at the pointy end of the field the Lotus management weren't entirely happy. Team boss Gérard Lopez had made a deal with Kimi that he would be paid a bonus for each point scored, it almost led to bankruptcy - Raikkonen earned 19.5 million euros (NZ\$4.4 million) in bonus money! For monetary reasons the Finn left Lotus and returned to Ferrari...





The cult is growing. Grand Master Lord Verdun was all smiles when his Senior's group met at the end of July at Café 116, seating was at a premium with a record 42 'grey powers' enjoying coffee and a chat covering a diverse range of subjects coupled with personal experiences. It was a room of talented people that included the best engine builders of their day, Automobile Association roadside repair wizards, engineers, panel beaters and others with a common interest in things mechanical. Some might suggest they are living in the past, but what a past they lived in. It's surprising who you meet...

Spoiled for choice. Our resident racing journalist really has it tough at times, what car will I be getting next to test, where will I be going, where will I be staying, what roads will I choose. Following a weekend up in the far north with wife Carol and the new Jaguar F-Type coupe with its twin-turbo V8 engine, grace and pace in one, Richard Bosselman arrived back home and in the space of a few days had not one, not two, but three vehicles sitting outside his garage awaiting testing! The first arrival was a rosso Fiat 500 Abarth 595, next a bright yellow AMG Mercedes-Benz A-Class Estate, another two days later and a shiny red Ford Focus ST joined the pair. The 500 is small in size but big on performance with its 1.4 litre turbocharged 107 kw (160 bhp)



engine, the AMG Merc's power plant is a 2 litre turbo producing 225 kW (306 bhp) while the Focus ST is Ford Europe's latest hot hatch, now with a 2.3 litre turbocharged motor pumping 206 kW (276 bhp) - whichever the choice for the day it will be quick. RB's thoughts on each will appear on his MotoringNZ web site in due course. Must reads to see what he thought...



Brave words. The trip to the far north was a wonderful 48 hours for the Bosselmans, travelling in the \$214,900 Jaguar F-type, being propelled along the highway by a 423 kW (567 bhp) 5.0 litre turbocharged V8 with All-Wheel-Drive for added security. An overnight in Pahia before reaching their destination of Doubtless Bay which is an hour's drive from the Bay of the Islands, another overnighter in the luxurious premier award winning Doubtless Bay Villas at Cable Beach enjoying the tranquillity and stunning views of the Bay and over the Pacific Ocean while enjoying a glass or two of the region's finest red. In his review of the now 8-year-old F-type RB listed awesome grunt, classic balance and styling updates as 'Likes', one of the 'Dislikes' was having a stern co-driver. That suggests the big cat wasn't let off its leash...

Another NASCAR! Word has emerged that there's a second American 'tin top' residing in the region. Paul Dewar's ex Team Penske Pennzoil Dodge Challenger attracted great attention from the time it arrived, impressive in both sight and sound. The word is that the new arrival is a 'real deal' Chevrolet Lumina that



has never been raced, the spy also had photographs showing the car in a black and green livery with 'DEWTEC' prominently displayed. Has Mr Dewar upgraded...?

No answers. The year has seen motorsport continually changing calendars and it hasn't slowed down. Overseas racing is on and off as life changes daily somewhere around the world because of the dreaded COVID-19 pandemic. The frustration level for organisers, circuit owners and teams must now be at an all-time high. As we've seen with the Supercars across the ditch the situation can change rapidly as 'border-jumpers' create 'hot spots' virtually overnight. Here in lil ol Noo Zeelan we're just getting on with what we want to do in relative freedom, the atmosphere at the FAE Winter Series rounds shows just how much people appreciate being able to go racing. Let's keep it that way...

Big business lost. A big part of funding for major sports teams in any code is selling team merchandise, globally it's a multi-billion-dollar business. Just think of the millions of T-shirts and footy jersey's sitting in cartons stored around the world, they can be purchased on line but the bulk are directly sold to fans at venues, the size of team's merchandise trucks/trailers clearly indicates the importance of this revenue stream and there's always a line of eager and loyal customers. Later in the year there could be some very big 'clearance' sales...

Lights go green to yellow. There's delight across the Tasman with the FIA approving the S5000 open-wheelers to race at Mt Panorama. The decision followed an assessment of the car's power-to-weight ratio and the circuit's grading using sophisticated circuit simulation software. As a result of the decision Motorsport Australia, category owners Australian Racing Group and car builder Garry Rogers are all happy people, but their excitement was tempered when they were thrown a yellow. Neither the scheduled opening round of the Shannons Motorsport Australian Championship at Sydney MotorSport Park or Round 2 at Sandown Raceway will take place because of various interstate border closures/restrictions and required quarantine periods. The latest word is that Round 1 of the 2020 championships will be held in October at an undecided venue, the Bathurst International where the VHT S5000s will make their Mountain debut is set for November. But anything could happen between now and then...





Patience rewarded. Brian Kouvelis is one of motor racing's late gentleman starters and the purveyor of high-quality olive oil from his Awahuri groves. Brian ticked an item off his bucket list a couple of years ago and is rarely happier than behind the wheel of his BMW with the sole objective of improving his lap times, forget the chocolate fish! At July's Transpec Services / GT Oils MCC Open Day he was the victor in the Dial-In-Hot Lap Challenge that ended the day, the challenge was to get as close to your nominated lap time without using outside influences. Brian dialled in 1.36.500 and completed his lap in 1.36.533, a margin of error of 0.033 of a second, that's amazing. Mark Ireland was runner-up with a differential of 0.214. Young Mr Kouvelis would have gone home very happy. So he should have...

*That rock. This is the rock that's part of one of the defining moments in the history of Mount Panorama, the rock that Dick Johnson hit while leading the early stages of the 1980 Bathurst 1000, causing significant damage to his Tru-Blu Ford Falcon and resultant retirement from the race. To mark the 40th anniversary of the 'Moment on the Mountain' a half-size model of 'the rock' is being produced by Authentic Collectables. The replica pieces are produced using 3D scanning, are hand painted and weigh around 3 kilos, buyers receive a certificate of authenticity signed by Dick Johnson and the retail price is AU\$199.95 on pre-order. The original rock is securely displayed in the museum at the DJR Team Penske workshop at Stapylton on Queensland's Gold Coast. Another perfect gift for the blue ovals...*



A 1,490 horsepower is Mustang coming home. The registration number is NZ2423 but you won't see it on a road near you. It's the latest addition to Brendon Deere's magnificent collection of WWII military aircraft located at his Biggin Hill Historic Aircraft Centre sited on RNZAF Base Ohakea. Currently the Biggin Hill hangar houses airworthy examples of the Grumman Avenger, North American Harvard and a Supermarine Spitfire that's the jewel in the crown, alongside the trio are a number of RNZAF aircraft on static display. P-51 NZ2423 was the last Mustang flying in this country and was based at Ohakea before being flown to Woodbourne near Blenheim for disposal, it was one of only two that survived being broken up for scrap. The P-51 was acquired by the late John Smith from Mapua near Nelson together with other aircraft including a remarkably original de Havilland Mosquito. All bar the Mosquito had their wings removed outside the main undercarriage to facilitate towing on the road to the Mapua property! NZ2423 will be restored to full flying condition by the same team that reconstructed the Spitfire to the most exacting



standards, the Mk IX with the letter code 'AL' honours Brendon's uncle Air Commodore Alan 'Al' Deere, a WWII Battle of Britain ace with 22 'kills' and this country's most famous fighter pilot. He was also one of the most decorated, during his career he was a wing leader based at the famous Biggin Hill fighter station on the outskirts of London. Perhaps a club visit should be organised...



*It's coming together. The Colspec chippies have been busy over on the 'back track' with the main building and garage facilities for the National Driver Training Centre well on the way to completion. The Centre is a multi-million-dollar investment using Government funding and is a most*



important addition to the Manfeild Park complex. When completed it will be this country's premier driver training facility covering all classes of car, truck and motorcycle licences together with Wheels, Tracks, Rollers (WTR). That covers all the bases...

Building a big beast. Another tribute 'tin-top' racer is well on the way to completion, an XD Ford Falcon that will wear an interesting livery, that of the #1 Federation Insurance/Unipart sponsored XD driven by Allan Moffatt and John Fitzpatrick in the 1980 Hardie-Ferodo 1000, the year of the infamous 'rock'. The donor car has been completely stripped out and upgraded where deemed necessary, the biggest change being the replacement of the standard six-cylinder engine with a 429 cubic inch 'big block' V8. Genuine Group C flares were located in Oz for the front and rear guards, together with a front splitter and a set of the correct alloy wheels. It will certainly look the real deal and that big lump of cast iron under the bonnet should ensure that it doesn't lack anything in the performance department. From a Mazda MX5 to a big block Falcon is 'one giant step for mankind'...



Building a smaller beast. There's talk of a new Mazda MX5 track car being built that's very different from the current crop. Apparently it's a 'fastback' that has a seriously reworked motor producing lots of horsepower and a transmission upgrade. It sounds like a very intriguing project so now it's a matter of waiting for the car's first track appearance. But which class will it race in...

A new winner. The world's premier motorcycle racing championship has a long and proud history, being contested for the first time in 1949 and being known as the 500cc World Championship, it remained under that title until 2002 when it was rebranded MotoGP. During those seventy-one years many great two-wheel machines have carried the world's best riders to victory and the coveted crown. In the initial years the British AJS, Norton and BSA names led the way before the multi-cylinder Italian engineering masterpieces from Gilera, MV Agusta and MotoGuzzi arrived on the scene. The MV Agusta in particular enjoyed remarkable success, winning the world title in seventeen consecutive years with the great Giacomo Agostini the rider on eight successive occasions. In 1975 the Japanese invasion took over the sport, the Land of the Rising Sun had immediate success with Yamaha winning the world championship in its debut season, ridden by the incomparable 'Ago'. Kawasaki, Honda and Suzuki followed though Kawasaki later switched their interest to the World Superbike Championship, but the other three makes remained the dominators, only broken when Australian Casey Stoner won the 2007 world title on an Italian Ducati. Now



Austria can claim to have a MotoGP winning machine after Brad Binder won last month's Czech Grand Prix on his KTM RC16 racer, but is the KTM a potential world championship contender? That question was answered when Pol Espargaro won the Austrian GP and Miguel Oliveira the Styrian Grand Prix, three successive wins. KTM is suddenly the bike to beat...

*It's looking good. 2020 marks the 35th running of the MG Classic Meeting, such is the interest that it will be a three-dayer with practice and qualifying on Friday followed by two full days of racing. Ron Robertson says 'the line-up of cars coming is probably the best we have ever had, with many old cars coming out including some Wellington Street Race cars and Group A cars'. The categories cover all interests - NZ Sports Cars and Formula Libre, Pre-65 and Mini, Classics and Historic Formula Ford, there's also heavy metal like the Historic Sports Sedans, Muscle Cars, Tranzams and Formula 5000s. Mark 13th, 14th, 15th of November in your diary now...*

Boss man went racing. Roland Dane heads the Red Bull Holden Racing Team, he's also a part-time racing driver. Dane was behind the wheel on the support race bill for the Townsville Supercar rounds, running two of his own cars in the North Queensland Supersprints, a 1985 Jaguar XJS and a 1967 Chevrolet Camaro that have significant history. The Jaguar was on the grid for the 1986 Nissan-Mobil 500 Wellington street race, driven by Alan Prince and Mike Hourigan the car failed to finish. In later years both drivers raced the same XJS at Manfeild before it was acquired by Angus Fogg who fully restored the car and dry-sumped the 5.3 litre V12 engine, 'Foggy' also raced the XJS before selling it to Mr Dane. The Chev Camaro is no less interesting being one of three right hand drive body shells built by GM's Fisher Body Division in Canada, he also owns a RHD road car in the UK that was built into a race car by former British Touring Car Champion Andy Rouse in the early 1990s. Dane hasn't competed for several decades but does keep his hand in at the Norwell Motorplex on the Gold Coast, however the Townsville races aren't races in the true sense. The 32-car field was let onto the track a few seconds apart but didn't race each other, the North Queensland Supersprinters had five 20 minutes sessions over the two weekends, Dane shared the driving with two mates, one being the well-known Paul Morris. No doubt 'Racing Roland' received a lot of feedback from the Red Bulls...



Remember Andy Rouse? Older MCC members who were officials or volunteer workers at the Wellington street races will know the name, the younger generation probably not. The 4-time British Saloon Car Champion came to NZ in 1986 for the Nissan-Mobil 500 Series, bringing the Andy Rouse Engineering Ford Sierra XR4Ti that he drove to victory in the British Touring Car Championship, David Oxton was his co-driver. In a very wet qualifying session Rouse put the car on pole position but race day was dry which gave the advantage to the new HRT VK Holden Commodore in the hands of Peter Brock and Allan Moffatt that won the race, the Sierra retired on lap



5. Veteran Australian Kevin Bartlett took Rouse's seat for the Pukekohe race where the car finished eighth. In the late 1980s Rouse co-drove a Ford Sierra RS Cosworth in the Bathurst 1000 with Moffatt once and Brock twice, two DNFs and 4th place in 1989. Four years later Rouse set-up the 'works' Ford Team Mondeo and secured the services of Paul Radasich as the second driver, the Kiwi rewarding Rouse by winning back-to-back FIA World Touring Car Cups in 1993 and 1994. The Ford Mondeo won 37 major awards between 1993 and 2016, in 2009 being named NZ Automobile Association Medium Car of the Year. It was a winner on and off the track...

Dramatic day in Darwin. The first day of the Supercar's EasyBet Darwin Triple Crown at Hidden Valley ended with lots to talk about. Erebus Motorsport's Anton De Pasquale scored his maiden Supercar win after starting from P6, followed home by James Courtney and Jamie Whincup, but the Triple Eight driver had picked-up a 15 second penalty for an unsafe pit release which relegated him to 17th place. Our man Chris Pither and the Coca Colas in the Team Sydney garage decided on a 'soft/soft' tyre strategy which proved be a masterstroke, Chris raised his game in the 34 lap race that was shortened by 3 laps because of two Safety Car interventions, starting from P19 on the grid the red # 22 Coke Commodore made thirteen overtakes to cross the line in 6th place with Mark Winterbottom 3/10ths in front and Fabian Coulthard 3/10ths behind, 6th became 5th with Whincup's penalty, his best Supercar Championship result as a 'solo' driver - Chris described it as a 'massive confidence booster'. Kiwis Scott McLaughlin and Shane Van Gisbergen also received penalties in the race, McLaughlin 15 seconds for overtaking Courtney before the control line at the first restart, SVG a 'drive through' for contact with Nick Percat on the opening lap. It wasn't a good day for Triple Eight Racing as the team itself incurred two monetary penalties for pit lane incidents involving Whincup's car. There was definitely 'drama in Darwin'...

Fortunes changed. The two Sunday races were a very different story for Chris Pither, using his new 'soft' tyres in the first race of the weekend had to come at a cost, and it did. Typically down the order in qualifying, in the early race he was one of six drivers a lap down at the finish in 21st place, race two was much the same, 21st but the gap behind the winner was down to 45 seconds. To illustrate the effect of tyre strategies first



race winner de Pasquale was two places back in 23rd! It was also a day that proved 'kiwis can fly', in the first race the finishing order was McLaughlin, Whincup, Coulthard and Van Gisbergen, in the second the order was Whincup, McLaughlin, Van Gisbergen with Coulthard 5th, that meant Whincup and Coulthard finished the round on equal points with Whincup being awarded the special 'one-off' Triple Crown Trophy on a countback. An impressive penalty-free fightback by the NZeders...

Still in Darwin. The Supercar teams had another week enjoying the sights and heat of the Northern Territory before the CoreStaff Darwin SuperSprint. For this round there was a different tyre allocation with no 'hard' rubber but it was still going to be a weekend dominated by tyre strategies. In practice the MCC's Chris Pither was P22 in the first session two places behind Jamie Whincup, he moved up three places to be 19th quickest going into Qualifying for Race 16 of the championship. Whincup scored his first pole at Hidden Valley for six years with McLaughlin second, Pither was P22 but only 8/10ths behind Whincup's time. In the 38 lap race McLaughlin got the jump at the start and won from Whincup with SVG and Heimgartner inside

the top 10. There was big disappointment for Pither who gained six places and was running a strong 16th when he pulled the Coke Commodore off the circuit at Turn 1 with two laps to run. Sport can be so cruel...

*Significant win. The Race 16 victory was McLaughlin's 49th Australian Turing car Championship triumph, moving him ahead of the great Peter Brock on the winner's list to fifth place, but a long way from the top spot that's held by Jamie Whincup with 117. Craig Lowndes chalked up 109 and Mark Scaife 90 wins, the next target for Scott is Garth Tander's 55 successes. It has to be remembered that back in Brocky's era there were far less rounds and races, it should also be noted that wins in the Bathurst 100 and Sandown 500 don't count as both endurance races aren't included in the ATCC. When the teams left the Northern Territory Scott had added two more to his total, he's now only four wins behind Tander and third spot. On current form that's not far away...*



Last day in Darwin. Two qualifiers and two races ended the stay at Hidden Valley. The big news story was Shane Van Gisbergen's Holden having a new engine fitted overnight, it paid big dividends. In Race 17 pole man McLaughlin again dominated to head SVG by 9.6 seconds who held out the fast finishing Scott Pye. Pither started P21 and ran as high as 3rd during the round of pit stops, dropping back to 24th before picking up four places in the final laps to finish 20th, 42 seconds behind the Shell V-Power # 17.

Race 18 saw McLaughlin make a better getaway than SVG and it was effectively game over. SVG completed a kiwi 1-2 with Nick Percat taking third place. Pither was half a second off the pace in qualifying and started P23, he picked up three spots on the opening lap then dropped back to 23rd before

clawing his way back to 19th at flag, 43.3 seconds behind the winner. It was another good weekend for the Shell V-Power team with McLaughlin scoring an Armor All pole position and winning all three races to increase his lead in the championship to 177 points over Whincup and 345 over 'The Giz'. Next stop is Townsville...

Another name change. It was sixty years ago that an event hailed as 'the world's premier production car saloon race' took place at the Phillip Island circuit in Victoria, the 'Armstrong 500'. Three years later the race was relocated to Mount Panorama with the same naming rights sponsor, the shock absorber manufacturer remaining with the event until 1966 when the race was sponsored by an Irish tobacco company and became the 'Gallagher 500' for the next two years, replaced by the 'Hardie-Ferodo 500'. Hardie Industries enjoyed a 20 year association with the race and introduced the pole shootout that became known as the 'Hardie's Heroes'. In 1973 the race was extended to 1,000 kilometres and that has remained the official distance with the '1000' added after the sponsor's name, and there has been a multitude of sponsors since 'James Hardie' ended a 7 year link and brewers 'Tooheys' took over the race name. In 1996 there was a change to 'AMP' and the following year there were two big races on the Mountain, the 'AMP 1000' was for two-litre touring cars, later followed by the V8 race that was a one-off sponsorship with a telecommunication company and known as the 'Primus 1000 Classic', next came a three year deal with insurance giant 'FAI'. In 2001 the race was unsponsored and run as the 'V8 Supercars 1000', 'Bob Janes T-Marts' stepped in to become the primary backer and remained until 2005 when the race was rebranded as the 'Supercheap Auto 1000'. But there is another name change in the pipeline for next year, Supercheap Auto were unable to counter big-money offers without a flow on price impact for their customers and the long-standing relationship with 'The Great Race' is about to end. In 2021 the Bathurst classic will be known as the 'Repco 1000', a brand name that has enjoyed a long and successful relationship with Australian motor racing. Founded in Melbourne in 1922, the Repco name is derived from the original **R**eplacement **P**arts **C**ompany and is the largest auto parts and car accessories retailer in Australia and New Zealand with





nearly 400 stores. In racing the name is best known for the Repco Engineering Division developing the V8 engine for the Brabham cars that won the 1966 and 1967 world championship driven by Jack Brabham and Denny Hulme. Since the announcement Supercheap Auto has confirmed they will continue to support their automotive passion. Their name will not be quickly forgotten...

And another name change. Holden may have gone but American giant General Motors has confirmed that it wants to retain a place in the Australasian market by offering niche models in right-hand-drive. That has led to the establishment of GM Specialty Vehicles (GMSV) in partnership with the Walkinshaw Automotive Group who own Holden Special Vehicles (HSV) and have been converting the Chevrolet Silverado 1500, it will become the first official model of the new company. GMSV operations are scheduled to begin in the fourth quarter of this year with a limited number of Holden and HSV dealers expected to transition to the new branding. Next year will see the arrival of the bigger Silverado 2500 that will require steering conversion at the Walkinshaw Automotive Melbourne facility, and the new mid-engine Chevrolet Corvette C8 Stingray sports car that's produced in right-hand-drive form at the famous Bowling Green plant in Kentucky. Walkinshaw has enjoyed a 33 year association with GM, it will be interesting to see what transpires in year 34 on both sides of the Tasman for the 'bow tie' badge. Sales of the Silverado and Corvette will be followed with great interest...



Car couriers. If you have a passion for quality automobiles a good way to sample them is to find a dealership or pre-owned car dealer who requires a 'courier' to collect or deliver their vehicles. A couple of prominent MCC members are couriers and occasionally a vehicle comes up that's a little different. One such vehicle was a rare FPV (Ford Performance Vehicle) Falcon V8 with six-speed manual gearbox that had to be taken from a well-known Tremaine Avenue premises to the Straits wharf in Wellington for shipping to its new owner in the South Island. Manual shift, how motoring used to be...

Lone Kiwi. The 2020 Le Mans 24 Hour takes place this month with sixty cars being flagged away at 2.30pm on Saturday 19th. This year's race will be free of spectators and will also mark the final appearance of the LMP1



Hybrid Prototype cars at the Sarthe circuit. Porsche has reduced its entry, a decision that means that two-time winner Earl Bamber will be a non-starter. Shane Van Gisbergen had planned to make his 24 Hour debut but withdrew some months ago because of conflicting dates with his Supercar schedule, that leaves Brendon Hartley as our sole representative and our man will be one of the pre-race favourites in the # 8 Gazoo Racing Toyota Hybrid that won last year's race. The Japanese giant will be chasing their third

successive victory, if successful they will keep the 24 Hour Grand Trophy permanently. There is a lot at stake and 24 hours is a long time...



Resort racers. If you like playing with fast cars and have a few bucks in the bank Club Moolia could be just the place that you've been looking for. Being built at Bindoon, 90 kilometres north of Perth on the Great Northern Highway, it's a golfing country club for petrol heads with five-star amenities and a private race track.



Appropriately named the 'Dream Race' circuit, the 4.1 kilometre track with 17 turns is Formula 1 inspired and includes the latest safety features with the garages being climate controlled. Costing AU\$100 million to build, the complex will include a 1.4 hectare Crystal Lagoon for bathing and water sports, golf, tennis and basketball courts together with gymnasium facilities in the resort style amenities, plus 'private hideaways'. If all this sounds like you the joining fee for an individual package is AU\$30,000 plus an additional AU\$5,000 annual fee. Club Moolia is a lot of moolah...

In auction news, Covid has done little to suppress the market, with a new world record being set for a car sold via an online auction - a 2001 Ferrari 550 GT1 Prodrive car sold at the recent RM Sotheby's Monterey auction for just over NZ\$6.5 million. This particular car was the last V12 engined Ferrari to win a 24 hour race (Spa 2004) and in its 49 race campaign took 14 wins and 29 podium finishes, so there was quite a history. At that price though don't expect to see it doing any more track time ...



And in the "how did we manage to let that one escape" bracket is the recent listing of one of Hec Greens revolutionary cars, the RA4 Vanguard, on racecarsdirect.com for NZ\$160,000 by its UK co-owner. One of several cars built by Hec Green and Jack Brewer in Christchurch it was finished in time for the 1951 Lady Wigram meeting and the mid engined car continued to race until 1960. Built from Auto Union blueprints that were acquired by Green after a request for information post WW2, the car was revolutionary for its time and is possibly one of the most significant of our indigenous race cars. A mini Auto Union built with good old Kiwi ingenuity from surplus bits and pieces, it was restored some time ago and has been racing in classic events here. Co-owned by ex Touring Car Champion Paul Radisich, it now comes with fresh FIA papers and is eligible for many of the top European events such as the Goodwood Revival. Shame it's going to be lost to NZ ....

Scott Dixon has claimed his 50<sup>th</sup> Indy car race win in a reversal of the Indy 500 race where he narrowly lost to Takuma Sato, this time edging him out by 0.14 sec at Gateway. He's now closing on Mario Andretti's record of



52 wins and has AJ Foyt's all time record of 67 wins as an ultimate goal. For the 39 year old who admits "in the next 2 or 3 years I can't see myself stopping" it's certainly something that is attainable. It's a very long way from a Formula Vee with a cushion on the seat to be able to see out ...

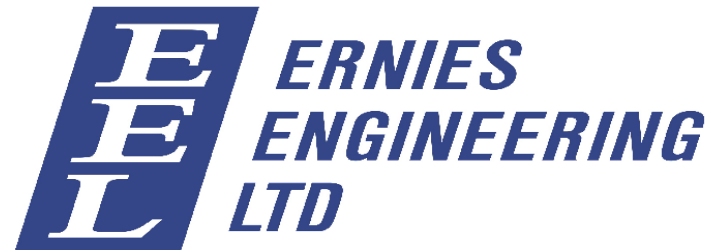
**2020 FEILDING AUTO ELECTRICAL WINTER RACE  
SERIES SPONSORS...**



**Feilding  
Auto  
Electrical Ltd**

**Starter motors • Alternators • Batteries  
Engine diagnostics • ABS • Airbags**

Tel 323 8427 • Fax 323 8466  
71 Stafford St, Feilding • Email: fae@inspire.net.nz



***New Plymouth  
06 755 2017***



**Coresteel  
BUILDINGS**

Email: geoff.spencer@coresteel.co.nz  
Ph: 06 356 7189





# maxtarr

ELECTRICAL • INDUSTRIAL • COMMERCIAL



BT ADVISORY LTD

**GDM**  
Retail Systems

**DANNY'S AUTO SERVICES**  
FULL MECHANICAL REPAIRS



**GT RADIAL**

**TOTAL TRUCK SPRAY**

PANELBEATING & SPRAYPAINTING

Ph 06 355 4100



# STEPPING UP...



JAROD CARRUTHERS PHOTOGRAPHY

When I was presented with the option of competing in a round of the Transpec / GT Oils bent sprint series, I thought to myself, well, I have done some track days before and have enjoyed them so I might as well give it a go. It was fun going the normal way around, though when I had posted my three timed runs I found I was slightly off where I was wanting to be due to not been able to chase a competitor. When the afternoon came around, it was time to go in the reverse direction which was a bizarre feeling, but I really enjoyed it. I did my three timed runs during which I progressively got quicker. In the midst of doing my runs I got to go for a ride with Sir Greg Browne who clearly displayed the grip of the tyres which I was not using to my full potential. This being said I thoroughly enjoyed the bent sprint format.

So what was the next step ?? Clearly it was to go RS cupping. When I showed up to the second round of Feilding Auto Electrical winter series, there was a quite different feeling with the vast number of cars at the meeting. The nerves were very high but I was eager to see what the day would bring.

Qualifying was up first which was a similar feeling to a track day, I just did more than three laps for the first time. My first qualifying went well which meant race 1 was coming up next. Sitting on the dummy grid, Coach Bryce was telling me how to get off the line, but it went in one ear and out the other and I eventually ended up by jumping the start. Race one allowed me to chase down my competitors which also resulted in me posting a personal best time.

Race two was exciting although I jumped the start yet again and was lumbered with a 10 second penalty. It allowed me to chase down competitors and I came home positioned 5<sup>th</sup> as I had a little whoopsie and spun around on the hairpin.

In the handicap race I had a better start and I was competing with an Altezza which I didn't manage to pass but I thoroughly enjoyed the race.

All in all, transitioning from track day events to racing was a massive jump but it has been thoroughly enjoyable and I am extremely happy that I have done it. I'm now looking forward to more race days in the future.

Alice

Eds note – Thanks so much for putting pen to paper ( or fingers to keyboard ). Unfortunately it would appear Alice will miss the next round of the FAE winter series due to a prior commitment as a bridesmaid which clashes with the racing.



# 2019/20 ABB FIA FORMULA E CHAMPIONSHIP

Last month e-Power racing was switched on again after its enforced COVID19 break with six races in eight days behind closed doors at Berlin's historic Tempelhof Airport, the first on 05 August with each race being on a different layout.

In this country the sole interest is on Panasonic Racing's Mitch Evans following Brendon Hartley's sudden and unexpected departure from the GEOX Dragon team.

Championship leader Antonio da Costa won Berlin ePrix I ahead of Porsche driver Andre Lotterer and Sam Bird with Panasonic Jaguar's Mitch Evans finishing a lowly 15th and well out of the points. Brendon's replacement Sergio Sette Camara was 20th and two places ahead of team mate Nico Muller

Da Costa made it back-to-back wins in the following day's ePrix II, second home was Sébastien Buemi followed by Lucas de Grassi, Evans improved three places over the previous day by finishing 12th and being closer to the points. There was a much improved performance from Muller who must have given the GEOX Dragon team some encouragement with 14th place, Camara finished 18th and inside the top 20 for the first time.

Da Costa's dominance ended in e-Prix III that was won by BMW Andretti's Maximilian Guenther who beat Robin Frijns by 1/10th of a second with Jean-Eric Vergne third and da Costa fourth. Evans had his best Berlin result with 9th and two championship points, three places ahead of GEOX Dragon's Muller while team mate Camara was a DNF, it was easily Muller's best result of the series and just two places away from a points scoring finish.

Following a day's break the cars were back on the track for e-Prix IV that saw team mates Vergne and da Costa cross the line in a 1-2 finish ahead of Buemi. Mitch Evans took the flag in 7th place to score more vital points while the two GEOX Dragon cars were in familiar territory, Muller placed 20th and Camara 21st, more than half a minute behind the winner.

Antonio da Costa's second place gave him enough points to claim the Drivers' Championship with two races remaining, while the combined efforts of da Costa and Vergne wrapped up the Teams' Championship for DS Techeetah. On the Championship table Guenther and di Grassi were tied in third place 11 points behind Vergne while Evans was 8th in the standings, the New Zealander having the opportunity to move further up the standings in the final double-header.

Back to the familiar surrounds of Tempelhof for e-Prix V that had all the drama come in the Qualifying session when champion-elect da Costa, Vergne, Buemi and di Grassi left it too late to set their qualifying times so had to start from the rear of the grid, that left the race open and Evans was one of the major beneficiaries.

Oliver Rowlands won the race by 1.9 seconds from Robin Frijian with Audi Sport's Rene Rast third after surviving the Stewards review of an incident involving Andre Lotterer. Evans was 7th across the line 14



seconds behind the winner and eight places ahead of the GEOX Dragon cars, Samara finishing 15th and Muller 17th, both being ahead of Vergne while DS Cheetah team mate da Costa was a non-finishers.

It was a result that turned the championship on its head, Rowlands' win moved him up to second in the standings ahead of Vergne, Evans gained four positions to be tied for 4th with Lotterer. Da Costa had clinched the championship but who would be second and third was dependent on the outcome of the final race the following day.

It all happened in Berlin e-Prix VI with changes of fortune for some, and a few surprises for others with the outcome of the 30 minute plus 1 lap race. Stoffel Vandoorne claimed pole position for Mercedes-Benz EQ and it proved to be memorable day for both the driver and the team as the German scored his first win of the series, it got better for M-B EQ when Nyck de Vries overtook Buemi with two laps to run, completing a 1-2 result with the winning margin 1.34 seconds. Buemi twice led the race but had to be satisfied with third place ahead of Rene Rast. Then came the surprises with Vergne only managing 7th and new champion da Costa 9th, bigger surprises were Rowlands and Frijians who had headed the field home in e-Prix V failing to finish. Mitch Evans had the most spectacular drive, after starting P23 he had the greatest number of overtakes on his way to 11th place 16.3 seconds behind the winner. Brendon Hartley's replacement Camara had a race that went backwards, finishing 19th after qualifying an impressive P9, while GEOX Dragon team mate Muller went nowhere, starting P22 and finishing P22.

The placings in the final race gave the points table a serious shake-up. In the Driver's Championship Antonio da Costa was the undisputed king of e-racing, finishing with 158 points, 71 ahead of Vandoorne who had a single point advantage over Vergne with two points back to Buemi, Evans lost 3 places on the table to be 7th, scoring 71 points over the ten race series.

DS Techeetah had secured the Teams Championship after e-Prix IV, with both cars inside the top ten finishers in the final race they scored 214 points, Nissan e.dams were runners-up with 167 points while the 1-2 result for Mercedes-Benz EQ elevated the team to third, a further 20 points in arrears.

The 2020 Formula E championship had its highs and lows, Antonio da Costa and DS Techeetah were outstanding and deserving champions, some drivers and teams fell over at the final hurdle, while Mercedes-Benz secured bragging rights over fellow German manufacturers Audi and Porsche.

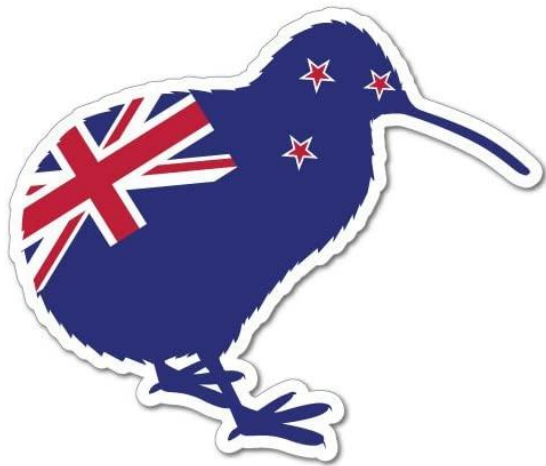
There were disappointments. There were big expectations for TAG Heur Porsche but they finished 8th out of the twelve teams and scored only 79 points, Andre Lotterer contributed 71 of them, Neel Jani 8. Five drivers failed to score a point, two of them being GEOX Dragon's Nico Muller and Sergio Sette Camara, the American outfit finished 11th out of the 12 teams with only two points on the board thanks to Brendon Hartley's 9th place finish in Round 2 at Diriyah back in November last year.

For our man that must be some consolation for a season that promised so much and delivered so little before he left the under-performing team.

With that, Formula E was unplugged until Series 7 starts later in the year...

RH





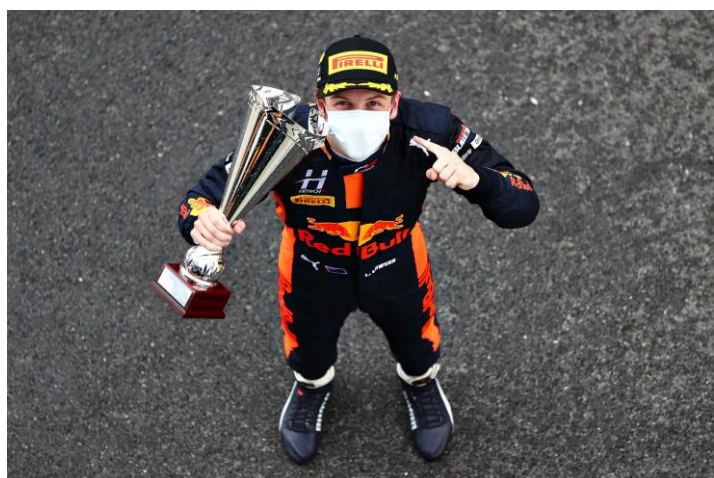
# KIWI's ABROAD

The Virgin Australia Supercar Championship has a large captive audience in our country so we tend to overlook the efforts of New Zealand drivers racing half a world away on the international stage.

Last month Liam Lawson, Marcus Armstrong and Jaxon Evans were waving the NZ flag at back-to-back meetings on the support programme for two Formula 1 grand prix races at the Silverstone circuit in England. Based on a WWII military airfield it's one of the fastest tracks in F1, 5.8 kilometres long with 18 turns, most being very high speed.

First up was the British Grand Prix where Lawson was hoping for a change of fortune following three successive mechanical failures in Austria and Hungary that cost vital points in the FIA Formula 3 Championship for the Porter Group/Giltrap Group/Hitech GP driver. In qualifying for the first of the two 20 lap races Lawson was beaten for pole position by 0.058, he led at the end of the first lap and was never headed despite suffering tyre degradation. Two Safety Car periods in the race's latter stages helped with tyre preservation, with the track not clear the race finished with the cars driving through pit lane! The official winning margin was 1.06 seconds. In the Reverse Grid race he worked his way through the field to 7th place 6½ second behind the winner, the points gained over the two days lifting him from 8th to 5th in the standings.

Running in the FIA Formula 2 Championship, Marcus Armstrong had a dramatic form slump following his two podium finishes in Austria, the Ferrari Academy driver could only manage 17th and 10th placings at Silverstone.



Jaxon Evans was on the grid for the Porsche Mobil 1 Supercup 2020, because of the circuit's high speeds teams had to balance the aero of the 911 GT3 Cup car, to get the fastest lap time the rear wing setting was critical. After qualifying Evans was satisfied with his P3 grid spot on the second row and had a race long duel with Max Splunteren, relentlessly attacking the Dutchman but unable to make the pass. At the end of the 13 laps the two cars were split by 3/10ths, Evans claiming third place 12.1 seconds behind the winner and three places ahead of his team mate.

A week later the trio were back at Silverstone on the 70th Anniversary Grand Prix programme. In Saturday's 20 lap race Lawson was holding 3rd place and pushing hard for a higher step on the podium, but yellow flags on the final lap thwarted his advance.



The next day's 26 lap Reverse Grid saw Liam start from P8 on the grid and quickly move up 4th place, but on the last lap he was forced wide on the final corner and in the scramble was fifth across the line. Setting the fastest lap gained a valuable two bonus points which elevated Lawson up to 4th in the standings at the halfway mark of the season, 29 points behind American leader Logan Sargeant with eight more races.

The misery continued for Armstrong as the Cantabrian slipped further down the Formula 2 point's table after retiring in his first race and scoring a mid-field 15th the following day.

Meanwhile, in the 13 lap Porsche Mobil 1 Supercup race Jaxon Evans started P8 in his BWT/Lechner Racing entry after making a mistake in the final sector of his hot qualifying lap. That put Jax behind the fast front runners and he took the flag a disappointing eighth, he left the circuit retaining 4th place in the championship on 62 points, thirty-five behind team mate Dylan Periera from Luxembourg who tops the table.

Another week later the F1, F2, F3 road show was at the Circuit de Barcelona-Catalunya in Spain where Lawson continued his good form and Armstrong again struggled.

Lawson was 3rd fastest in the all-important Qualifying session that sees the quickest driver receiving four championship points for the Feature race. The 18 year old had a very strong second half to cross the line in 2nd place behind Jake Hughes and ahead of pole man and series leader Logan Sargeant. The Reverse Grid race was very processional with Oscar Piastri and Alex Peroni completing an Australian 1-2 finish, Lawson started P9 and improved two positions at the flag, his points for the weekend moving him up to third place in the standings, Sargeant has 131 points, one ahead of Piastri with Lawson sitting on 99 - it shows how important securing pole position points is.



For Marcus Armstrong there was more pain in Spain that was hard to take for a driver who a year ago had 3 race wins and five podium finishes. He qualified P18 which was 1.3 seconds off the pole time for the 37 lap Feature race, but failed to complete a single lap after running wide exiting Turn 4 and 'beaching' in the gravel trap, a race to forget. By contrast Nobuharu Matsushita had a race to remember, starting P18 he made his mandatory pit stop on lap 25 during the third Safety Car intervention he pitted for fresh tyres, the gamble paid off 12 laps later when he took the checker flag for an unexpected win! That DNF put Armstrong on the back row of the grid for the shorter 26 laps Sprint race, in a brilliant opening lap he gained six places and was looking at a possible top 10 finish but severe tyre degradation in the final two laps dropped him to 15th at the flag, his 7th straight race without scoring points. So Armstrong heads to the next round with only 34 points from twelve races and sitting 12th in the championship standings.



The weekend in Spain was much better for Porsche Junior driver Jaxon Evans. In the Porsche Mobil 1 Supercup Jax finished P2 in qualifying by 0.184, starting alongside Dutchman Larry ten Voorde on the front row. The Kiwi got the jump when the lights went out but there was a collision further back on the grid and the Safety Car called before the race was red flagged so officials could clean-up the track. This time ten Voorde got the jump and despite continual pressure from Evans he never relinquished his lead, the gap being half a second at the finish with Jax's team mate Dylan Peirera completing the podium. The result saw a shuffle in the standings with ten Voorde going to the top four points ahead of Peirera, Evans remaining 4th and 30 points behind the leader.

The 'circus' enjoyed a two week break before relocating to Spa-Francorchamps in Belgium on 29/30 August with the final rounds Italy this month, Monza 5/6 and Mugello a week later. The Porsche Mobil 1 Supercup season ends at Monza.

2018 SpeedSport Scholarship winner Ronan Murphy contested last year's National Formula Ford Championship, 2020 sees the Hawkes Bay teenager on the other side of the Pacific Ocean driving in the fifth season of the Formula 4 United States Championship. The young 'Murph' is one of five drivers in the Crosslink/Kiwi Motorsport Team, two of his team mates being Spike Kohlbecker and Jose Blanco who ran in this year's Toyota Racing Series. The Championship began in June with a triple-header at the Mid-Ohio Sports Car Course at Lexington with more than 30 cars lining up on the grid. There was encouraging 11th place in Race 1, followed by a retirement in Race 2 and 24th in Race 3, a mixed weekend. Kohlbecker was 2nd in the third race while Blanco placed 3rd in the first two races.



In mid-July there was another three races at the Virginia International Raceway at Alton that brought a pair of 15th placings before an encouraging 12th in the third race, Blanco was again on the podium when he finished 3rd in Race 2.

Last month began at the Barber Motorsport Park at Birmingham in Alabama where Ronan scored his first championship point. Qualifying for Race 1 was washed-out because of thunderstorms and he was forced to start in P19 as the grid was determined on previous championship placings, after picking up seven places the Kiwi crossed the line in 12th place. The second race of the weekend was even more difficult because he was P21 on the grid, this time made up 11 spots on his way to 10th and collected one championship point for his effort. In the final race Ronan was further up the grid in P15 and it was the first race of the nine races to be run under a full green, unfortunately the team got the car set-up wrong, it was really good at the beginning but after being held up for several laps by the cars in front before managing to pass the tyres went off very quickly and he struggled for grip in the last half of the race, falling back and finishing a disappointing 14th.

Despite Ronan's personal disappointment it was a very good meeting for Crosslink/Kiwi Motorsport with his team mates right at the top of their game, Kohlbecker scoring a 3rd, 1st and 2nd while Blanco started with a win followed by an 11th and 3rd, moving the pair up to P3 and P4 respectively on the championship point's table, Murphy sits P23.

'Although I haven't yet enjoyed the outright success that I was hoping for (and expecting) I have nevertheless experienced a couple of podiums and hard fought placing since being here, possibly passed as



many or more cars as any other competitor and learned a tremendous amount in regards to how to prepare and race at this level, and in particular how to manage in the big fields of up to 33 F4 cars in the class’.

Towards the middle of last month Ronan returned home to Hawkes Bay following two weeks quarantine on arrival, spending his time securing funding to complete the season and working on his fitness.

The F4 US Championship resumes on the 25th of this month at the Sebring International Raceway in Florida before moving onto the Homestead-Miami Speedway on the first weekend of October with the finale at the Circuit of the Americas in Austin Texas on 23-25 October.

In the space of two years Ronan Murphy has gone from SpeedSport Scholarship winner and a season in Formula First to a season in Formula Ford to racing against North America’s best drivers in the Formula 4 US Championship, his first experience with ‘wings and wheels’ cars - and it all began at Manfeild Circuit Chris Amon...



A man flying under the radar has been Simon Evans who won our V8 SuperTourer Championship in the 2014-15 season and followed that success with back-to-back NZ Touring Car Championships. For the past two years Simon has been running alongside his brother Mitch in the support category for the FIA Formula E Championship, the Jaguar I-Pace eTrophy, not just running but winning. Driving for Team Asia New Zealand was runner-up in 2018/19 with a win and four podium placings, this year he took the title with a score card that read 1, 2, 2, 3, 2, 3, 1, 1, 1, 2 from his the races. That’s much more than just impressive...

Earl Bamber continued to show his versatility by becoming the first New Zealand driver to race in America’s NASCAR Xfinity Series when he drove a Richard Childress Racing Chev Camaro in the UNOH 188 on the Daytona International Speedway Road Course. For the two-time Le Mans winner it was back to the good ol’ days with a ‘H’ pattern manual gearshift! Childress raced in NASCAR himself from 1968 to 1981 when he stepped out of his # 3 car and handed it to the great Dale Earnhardt. Childress and Earnhardt remained together until 2001 when the #3 was involved in a three-car crash on the final lap of the season opening Daytona 500, Earnhardt died of his injuries and a legend was lost. Other better known RCR drivers include Ricky Rudd, Robby Gordon, Bobby Labonte and Kevin Harvick.



The NZeder qualified 29th in the 36 car field and the race reports said ‘Bamber wrecked late after getting off-course on the backstretch chicane. He finished 33rd for Richard Childress Racing after running toward the front’. Earl was running third at the time of the incident. The race winner was Austin Cindric in a Team

Penske Ford Mustang, the 21 year old's father being Tim Cindric who is the President of Team Penske and boss of the Shell V-Power Supercar team...

In the United States the focus has been on the 104th running of the Indianapolis 500 that for the first time in its history was not run in the month of May and with no spectators. Marco Andretti topped both the practice and qualifying speeds, in practice his best lap was the fastest since Arie Luyendyk in 1996! In the chase for pole position Andretti's four lap average speed was 231.068 miles an hour (371.867 km/h), Scott Dixon clocked 231.051 (371.840), the pair split by 0.017 mph. Surprisingly it was the first time that an Andretti had claimed pole since Marco's grandfather Mario qualified fastest in 1987, the year Marco was born...

Following Roger Penske acquiring the Indianapolis Motor Speedway the 104th '500' was the first run under the Penske banner. The upgrades to the facility are amazing and the race day build-up was superb, involving each branch of the US armed forces and medics, all wearing the appropriate PPE. Typically it was timed out to the split second for the two passes by the USAF Thunderbirds aerobatic team. Eighty-three year old and five-time Indycar champion Roger Penske delivered his personal message to fans at home before delivering the famous words 'Gentlemen start your engines', it was PC correct because there was no female drivers in the this year's field.

Eighteen international and fifteen American drivers lined-up behind the Corvette C8 Stingray pace car with Marco Andretti, Scott Dixon and Takuma Sato on the front row, at the green flag Dixon took the initial lead from Sato while Andretti lost places and that was the story of his race. The drama began on lap 6 and continued with accidents necessitating seven caution periods, added penalties and strategies all coming into play as the race progressed with Dixon leading at the 100 and 150 lap marks. After the final round of stops fuel mileage was no longer a concern and Sato took the lead that he stretched out to a second, the gap changing as the leaders were caught in traffic with Sato followed by the tightly grouped Dixon, Graham Rahal and Santino Ferrucci. With five laps to run it was building up to a great finish but it never came with another crash that brought out the final caution and the race finished under yellow flags, the leading cars crossing the line in formation, three abreast with appropriate gaps to signify the finishing order - Sato, Dixon, Rahal, the popular Japanese driver repeating his 2017 victory when he also started from P3. The Rising Sun shone brightly on the new elevated Victory Lane podium, it was Takuma Sato's day at the Brickyard. It was also Honda's day, their engine powered the first four finishers.

Pole sitter Marco Andretti had a race to forget, he was slow away and steadily dropped down the order to eventually finish 13th, while two-time F1 world champion Fernando Alonso was never in contention in his Chevrolet powered McLaren SP, the Spaniard started P26 and was always in the back half of the field, clutch problems hampered his progress and he crossed the line in 21st place, one lap down.

It was a disappointing result for Scott Dixon, his third runner-up finish in eighteen Indy 500 starts. The 2008 winner controlled much of the race, leading 111 of the 200 laps, he had the fastest car on the track, but a gutsy move by Sato midway through the final stint proved to be the difference. There was controversy, Dixon believed the race should have been red flagged with a five lap sprint to the end so it finished with a green flag, he believed that he had enough fuel to run hard to the end and possibly win, we'll never know. Officials defended their decision citing the significant damage to the safety barrier at the pit entry and the time it would take to repair.

It wasn't all bad news, with the race carrying double points, second place moved Dixon to the top of the Indycar standings, 84 points ahead of Josef Newgarden with five races to run.

RH





# FAE WINTER SERIES ROUND 3



02 August was another perfect day for racing, the 4 degree morning temperature rose to 17 mid-afternoon, overhead it was generally cloudy and competitor numbers totalled 108, up by 13 over Round 2 and 23 over the COVID-19 affected Round 1. The most heartening news was the increased numbers in both of the open-wheel classes, not so heartening was the amount of damage to cars.

Eight cars took to the grid for the Danny's Auto Services / BT Advisory RS Cup races, qualifying was tight with Paul Rodgers 14/100ths quicker than Gareith Stanley who topped Warren Cleland by 6/10ths, Ernie Greenwell was half a second away with 3/10ths to Max Bevan and 0.496 to the impressive Alice Staddon in only her second ever meeting.

In the Scratch race Stanley got off the line best but Rodgers got past on lap 2, Cleland held 3rd from Max Bevan, next were Greenwell and Alice Staddon. Cleland provided the excitement on lap 4 with a brilliantly executed move in the esses that took the Fleetwise Corolla from third to first, but that was short-lived with Rodgers back in front when the lap ended. At the flag the order was Rodgers, Cleland, Stanley and Bevan, the first two cars incurred breakout penalties which dropped them to 5th and 6th in the official results that gave the win to Stanley by a 2/10ths margin over Bevan with a 2.7 second gap to Greenwell and Staddon.

The Trudy-Anne Crooks Memorial Trophy is at stake in the Reverse Grid, being awarded to the first driver across the line, breakouts are forgotten, it was the way Trudy-Anne raced. Greenwell soon hit the front from Row 2 followed by Stanley who started immediately behind him, Cleland and Rodgers were next with Bevan leading the rest. Rodgers got by Cleland on lap 2 and the order remained unchanged until lap 5 when Stanley was passed by Rodgers in the esses then lost another place to Cleland, that was running order as



they crossed the line but half the field had broken-out. Greenwell took the checker and the silverware, with their penalty 10 seconds added Cleland was 11.62 behind in second with Stanley third 8/10ths behind and another 4/10ths to Bevan, next was Rodgers 4½ seconds ahead of Penn.

There was an unusual start to the Handicap 6 lapper when Cleland was slow away and left in the wake of the last group, his car crawled down to Turn 1 and stopped, necessitating the Safety Car. David Penfold had a 25 second start over Rodney Penn with the remainder of the field a further back, the silver Peugeot was soon overtaken by Greenwell and Rodgers, behind Penfold were Stanley, Penn, Bevan and Staddon. Going into the final lap Greenwell led by 4/10ths from Rodgers, Stanley, Bevan and Penn, the order didn't change before the flag though Greenwell's lead was reduced to 0.1, but the first two finishers incurred breakout time penalties handing Stanley his second win of the day by 3.6 seconds over Bevan with Penn third, followed by Staddon, Greenwell, Rodgers and the unlucky Penfold. Cleland managed to restart his Corolla but his race alternated between hot and cold and included another stop on the back straight, he was a classified finisher, 2 laps down.

There was an increase of two cars to make a field of 13 for the Geartech Automotive SF Cup, welcome additions being Ray Hartley, Brock Cooley and prominent Palmy car dealer Ian Humphrey who made his debut behind the wheel of a BA Ford Falcon V8. Qualifying saw Todd Carswell comfortably at the top of the sheet by 1.7 seconds over Hailey Sinkinson with a similar margin to Alastair Chalmers who finished the session 2/10ths quicker than Kolin Yannakis, the fastest eleven cars being covered by only 5.1 seconds.

In the Scratch race Carswell made a blinder of a start and never relinquished the lead, Yannakis quickly slotted into second spot from P4 on the grid, followed by Sinkinson, Arber, Chalmers and a flying Cooley who started from the back of the field after missing qualifying. The order remained unchanged on lap 5, the leaders were split by 0.7 with 6½ seconds back to the pack while Cooley was harrying Arber, that's the way they ran to the flag, the lap times were checked which proved costly for four drivers, worst affected was Yannakis who broke out on each of the final three laps! So Arber took the maximum points from the race, officially 7.4 seconds ahead of Cam James, Trent Smith claimed third by half a second over Samantha Stanley with Sinkinson fifth despite a 10 second penalty. Cooley, Carswell and Yannakis were 10th, 11th and 12th thanks to their penalties.

The Reverse Grid saw Ian Humphrey use the power of the Falcon V8 to take the initial lead from the outside of the front row but by the end of the opening lap Samantha Stanley's technicolour Civic was leading the pack after making a brilliant start and making up five places before the hairpin! Next came Humphrey, Chalmers, Cooley and James, a lap later Cooley was second, Humphrey had slipped to 4th behind Chalmers with James next in the queue. Lap 3 saw Cooley hit the front at Higgins, Chalmers was looking at the back of the Civic with James, Humphrey, Arber, Sinkinson and Peter Beauchamp running in that order. The leading trio were drawing away from the field, they had a gap of 8 seconds at the end of the penultimate lap and that was the order when they crossed the finish line. This time three cars were penalised, Trent





Smith and Stanley were caught once, Cooley multiple times, Chalmers was declared the winner by 4.7 seconds over James, Sinkinson was 3/10ths back in third followed by Beauchamp, Arber and Stanley who would have won but for 0.14 of a second.

Because of the rapidly fading light the Handicap race was reduced to five laps, a wise decision as it turned out with the checker being waved at 5.32pm, sun set was 5.37pm! Some drivers turned their lights on, many did not. There was a 35 second time spread, Hillary Ashworth was first away with a 20 second start, last was Yannakis when Cooley and Carswell already had their cars on trailers. For the first three laps there was no change in the running order - Ashworth, James, Beauchamp, Humphrey, Arber, Chalmers being the first six followed by Sinkinson, Smith, Stanley and Yannakis, all covered by 13 seconds. On lap 4 James took over at the front from Ashworth while Arber improved two places to third, behind were Chalmers, Humphrey and Sinkinson who had the only breakout on the final lap. The finish was close-run thing, in the gloom James was 2/10ths ahead of Beauchamp with Arber a couple of seconds back in third, the top six completed by Chalmers, Smith and Humphrey with Stanley best of the rest.

The Coresteel Buildings IB Cup grid increased to 20 cars, three up on the two earlier rounds. In Qualifying Justin Allen pipped 'team mate' Alex Corpe by 3/1000ths on his final lap, hot on their heels were Russell Chapman, Logan Moorman, Simon Coe and Nick Stewart - six cars covered by 8/10ths of a second, the fastest ten by 1.8 seconds, seventeen by 6.4 seconds, the promise of close racing?

In the Scratch race Chapman used the power and 4WD traction of his Subaru to great effect, from Row 2 to lead into Turn 1, emerging ahead of Corpe and Coe who started from P5, Logan Moorman, Stewart and Allen who got pushed wide in the melee, next was Kerry Tong, the quicker of the two Taxi Cup cars. After three laps there had been few positional changes with Chapman leading Coe who had jumped Corpe, followed by Stewart, Logan Moorman and Allen who was regaining lost ground. Lap 4 there was no change but next time round Coe had taken the lead from Chapman, the pair split by 2/10ths, Corpe was right there, so were Stewart and Allen while Kerin Moorman was putting pressure on Logan Moorman. That remained the order as they took the flag, but four drivers had lapped fastest than the 1.20 breakout - Coe, Stewart, Corpe and Kieran Moorman. Chapman, Allen and Logan Moorman were 'clean' and took the official first three places, despite their penalties Coe and Stewart were 4th and 5th ahead of Troy Howard and Sean Browne. Leo Van Berkel finished 11th overall and first Taxi Cup, two places ahead of Tong who was the faster in qualifying.

In the Reverse Grid, Greg Browne started from P3 and took the lead at the Hairpin from Andrew Manderson, Nathan Spencer, Sean Browne, Oliver Stewart and Tong. Lap 2 ended with Manderson leading the pack from the two Brownes, Spencer and Tong, lap 3 saw Nick Stewart start his forward move in earnest, 2 laps later he was in 4th place as Manderson continued to lead Greg Browne and Sean Browne by more than two seconds. The former Manawatu Jets basketball star wasn't going to denied victory, on the final lap he opened up the gap to 3½ seconds over Sean Browne, Stewart leap frogged Greg Browne to claim third by 1/10th with Kieran Moorman and Spencer getting home ahead of Tong.

Twenty-five seconds covered the sixteen cars that took part in the Handicap with Simon Manthel first away



and the trio of Nick Stewart, Corpe and Coe last to be flagged, the field became 16 when Van Berkel pulled off the circuit immediately before the start. Howard and Oliver Stewart made the best starts of the five second group to chase down Manthel during the opening lap, behind them were Spencer, Stephen Hamilton and Tong who lead the second group from Sean Browne followed by Manderson who was best placed of the next starting group. Spencer and Hamilton jumped Oliver Stewart on lap 2 to be 2nd and 3rd, further back Sean Browne was ahead of Tong. Howard took the lead on Turn 7 as Lap 3 ended and immediately began opening up a useful gap on the field, three seconds at the end of lap 4 from Spencer followed by Manthel, Sean Browne, Hamilton, Manderson and Tong, 3 kilometres later the changes were coming with Sean Browne and the impressive Manderson ahead of Manthel with Tong, Hamilton and Greg Browne also in the picture. Howard took the flag by 1½ seconds from Spencer, Manderson overtook Sean Browne for third with Tong and Hamilton next across the line, Greg Browne was pushed back to 10th by the faster cars on the final lap, Chapman and Nick Stewart were 7th and 9th respectively with Manthel splitting the pair. For Allen, Corpe, Coe and the Moormans their handicaps were too hard to overcome, more of a tribute to the closeness of the field in lap times.

The GDM Retail Systems Classic Cup had the biggest entry number of the day with an impressive 23 cars on the grid. Qualifying ended with the Ford Escorts of Dean Curtis and Layton Hammond setting the pace, split by a second with 8/10ths back to Jonathan Hogg in the BMW CSL, leading the pack were Stephen Marks, Ian Thompson and Chris Wall but more than 3 seconds away from Curtis.

In the first of the three Handicap races the field was spread over sixty seconds with 10 second intervals, first away were Dave Burroughs and Andrew Johnson but Burroughs race ended at the hairpin. Despite conceding 10 seconds Bill Ritchie became the early leader from Ross Francis and Bruce Goodwin, John Blaikie and Don McIntyre. Goodwin assumed the lead from Ritchie on lap two that brought the retirement of the Francis Falcon GT, at half distance Geoff Boyden, Neil King and Wall were coming into the equation with Curtis up to 12th place. Going into the final lap Goodwin held at 4½ second advantage over Curtis with Michael Eden, who had missed qualifying, and Hammond next. There was no stopping Curtis who overtook the Goodwin Camaro at Higgins and went on to win by 1.3 seconds with a two second gap back to third placed Eden who was 3/10ths ahead of Hammond, Ian Williamson and Geoff Boyden rounding out the top six.

Ritchie led the field at the half-way mark in Race 2 from Blaikie, Sandra Eden, McIntyre, King and Wall, backmarker Curtis was 22seconds behind Ritchie. On lap 4 Eden and McIntyre hit the front, Ritchie was pushed back to third and under pressure from Wall who had taken King, further back Hammond was making progress through the pack. Another lap and McIntyre was leader from Eden and Wall with Hammond up to 4th, Curtis was P13 and 11.6 seconds from the lead. Hammond put in a brilliant last lap, going from fourth to first and winning by 1.3 seconds from McIntyre with a slightly bigger gap to Wall who was followed over the





line by Sandra Eden and John Gray. Curtis advanced to 9th at the flag, less than a tenth behind Michael Eden.

The Classic Cup drama came on the second lap of race 3 when Curtis and Michael Eden had a coming together when Eden spun at the Higgins corner, Curtis had nowhere to go. Both cars received significant damage and their races were over, Francis retired on the same lap. Next time round Ritchie's Alfa Romeo pulled off the track onto the infield, Goodwin was in the lead from Sandra Eden, Wall, Blaikie and Geoff Boyden. Lap 4 saw Eden and Wall swap positions, further back Brett Tasker, Williamson and Ben Boyden were on the move forward. Goodwin held a 1.2 second lead going into the final lap and held on to head Wall by 0.77, behind the pair both Tasker and Hammond produced great laps to be third and fourth, the quartet covered by 0.887 of a second, Williamson and Geoff Boyden completing the top six finishers. Brilliant work by the handicappers.

Despite a couple of the Round 2 runners missing the Max Tarr Electrical MX5 Cup grid was up by one to 11 cars, Tony O'Brien became a DNS so it was back to 10 cars. The Qualifying session ended with the six fastest cars covered by just 7/10ths of a second. Dennis Churcher ousted Jeremy Hoskins by 0.039 for the top spot then came Jack Cleland, Zac Stichbury, Tim Wilde and Scotty Topham. Trevor Weir led the next group of four cars covered by half a second.

In the Scratch race Churcher got the jump when the lights went out to lead Hoskins and Cleland, there was a gap to Stichbury, Wilde and Topham. Wilde and Stichbury elevated themselves to 3rd and 4th at the expense of Cleland on lap 3, but there were no changes until lap 5 when Hoskins outbraked Churcher at Turn 1, the last lap saw Stichbury and Cleland demote Wilde three places. Hoskins headed Churcher over the line by 0.123, the pair 2½ seconds ahead of the tight Stichbury, Cleland, Wilde, Topham quartet with Mike Dunn best of the rest.

In the Reverse Grid the faster cars weren't holding back as they worked through the traffic, Churcher started from Row 5 but was in the lead when lap 2 ended from Wilde, Topham and Hoskins. Stichbury spun at Turn 1 as the next lap started, Wilde moved to the front but Churcher resumed the lead on lap 4, Hoskins was up to third with Cleland and Topham next, all covered by a second. Hoskins went from 3rd to 1st on the penultimate lap, Churcher, Wilde, Cleland and Topham were bunched right behind the pink 'Triple 7' so it was going to be a tight finish. Churcher regained the lead to take a 0.366 victory over Hoskins, Wilde was 2/100ths back in third with another 3/10ths to Cleland who went extremely wide exiting the final corner, Topham claimed fifth ahead of the recovering Stichbury.

With the cars so close it wasn't easy for the handicappers, the four fastest conceded a 10 second start to Mark Smith and Trevor Weir who led the first two laps, Wilde who was generously included in the middle five second group was up to 2nd followed by Smith, Topham and Richard O'Brien with a gap back to Churcher. Wilde hit the front on lap 3, down at the tail of the field the order was Churcher, Stichbury, Hoskins and Cleland, the fast group 3 seconds behind 5th placed O'Brien. With a lap to run Wilde led Weir by 1.2 seconds, the chasing pack was now led by Topham from Churcher, Stichbury, Hoskins and Cleland. Wilde took the win with Weir closing the gap to 0.981 at the flag, Topham claimed a well-deserved 3rd,



JAROD CARRUTHERS PHOTOGRAPHY

Stichbury got it wrong at Turn 7 and went beyond the judder bars, dropping to 6th behind Churcher, Hoskins and Cleland. Three hard and fast races, three different winners.

The biggest Ernie's Engineering GT Cup entry of the series was off-set by the reduced number of Manfeild Muscle Cars for the combo-races. Not surprisingly Ross Thurston topped the Qualifying times, but only by 1.88 seconds over Robert Wallace in his Holden Commodore Super Tourer, Struan Robertson returned to the fray with his Porsche and was nearly two seconds away but comfortably ahead of Chris Parker, Jamie Potts and Stephen Samuelu. Next on the sheet was Ken Lupton who was easily fastest of the MMCs, Steve Hildred and Greg Cuttance were at the bottom of the time sheet.

Grant Rivers and his Ford Falcon GTHO were late additions to the Scratch race that saw Thurston leave the line at warp speed to lead by 4.7 seconds at the end of the first lap from Wallace, Robertson, Parker and Samuelu. A lap later the gap was 7.8 seconds with no change in the order, in the MMCs Hildred had overtaken Lupton. The only thing that changed in the following laps was the leader's margin over the field, 9.4 then 11.2 but not all was well under the bonnet of the Mitsy Evo, the temperature gauge needle was rising. Mr T eased off and took the flag by 7.9 over Wallace with 12 seconds back to Robertson in third place, Parker, David Thomsen who was the first GT-B finisher and Samuelu completed the top six home, Samuelu being 45 seconds behind the winner. In the MMCs Hildred took the honours from Lupton, Cuttance retiring after 3 laps.

Thurston's Evo problem was traced to the car losing water but he took his place at the rear of the grid for the Reverse Grid, and his opening lap was extraordinary, starting from P11 on the double-spaced grid he took the lead exiting the Hairpin! The Mitsy was 2.2 second ahead of the field at the end of the lap, the trailing pack was led by Anton Cheetham, Andrew Wasley, Garry Cammock, Chris Huska and Jamie Potts, next time round the lead was out to 10.3, Cheetham was still second with Wallace up to third after charging through the main pack, Huszka, Potts, Samuelu and Parker were next. On lap 3 Carswell had an off at Turn1, there were two laps behind the Safety Car which meant the race would be a one-lap sprint to the flag. Robertson made a great start which elevated the Porsche to 3rd but there was no catching the leaders, Thurston's winning margin was 4 seconds over Wallace with 1½ back to Robertson, Cheetham was next home followed by Potts who took the GT-B honours and Huszka. Hildred was 12th overall and 1st MMC, two places ahead of Lupton who was followed over the line by Rivers who had moved up from GT-A and Cuttance.

Thurston, Lupton and Rivers were non-starters in the Handicap Race that saw the grid reduced to 14 cars, Cuttance was first away, Wallace last to go 90 seconds later. The Dannevirke driver led the early laps followed by Brian Hamilton, Hildred, Cammock, Wasley and Huszka, on lap 4 Hamilton took over the front running and immediately opened up a sizeable gap of more than 8 seconds over Cuttance, Hildred was still third, while Huszka was ahead of Wasley, backmarker Wallace was the man on the move. On the final lap Wallace made a triple pass on the back straight but Hamilton's lead was too great and the # 82 Ford Capri





took the flag by 8.6 seconds, Hildred was 7 seconds behind Wallace, Robertson passed Huszka on the run home to claim 4th with Cheetham making up the top six finishers. Hamilton got a double with his win and first in GT-B, Wallace was first GT-A car and Hildred first MMC. Robert Wallace also claimed the GT Cup fastest lap at 1.07.457, Ross Thurston's quickest was 1.08.000.

The Total Truck Spray Formula First field had a big increase, four cars in Round 1 became six cars in Round 2 then ten cars for Round 3, missing was Louis Redshaw who had won all previous six races. There was a minor surprise in Qualifying when 1995 national champion Craig Greenwood headed the Qualifying times by 0.038 over Leo Scott with another 0.185 8/10ths to Louis Sharp, next on the time sheet were Hayden Bakkerus, Liam Nicholson, Cory Silk, Braeden Snowden and Dylan Grant, all within 1.73 seconds of the pole time.

In the first of the three 7-lap Scratch races Greenwood make a perfect start to lead Bakkerus who started from Row 2 followed by Sharp, Scott and Nicholson, on lap 2 Scott overtook Sharp while Grant took a journey over the infield grass at the esses. Two laps later there was a change of leader with Scott overtaking Greenwood with Sharp and Bakkerus involved in a scrap over third place. On lap 6 Silk spun in Turn 7 and was stranded in the middle of track causing a caution through the section, that left a short dash under green to the line allowing Scott to take the win by 6/10ths from Greenwood with 9/10ths back to Sharp, Bakkerus was a second away in 4th with a 12 second gap to Snowden at the head of the pack.

Race 2 had Bakkerus and Sharp on the front row with Greenwood and Scott sharing Row 2. Sharp led into Turn1 from Bakkerus, Scott, Greenwood and Snowden, by lap 3 Scott was ahead of Sharp and Bakkerus while further back Nicholson had passed Snowden with Dylan Grant next in line, a lap later Scott took the lead, another lap and Greenwood was ahead of Nicholson. Ending lap 6 Sharp lost places in a Turn 7 shuffle, Bakkerus emerging the leader from Scott with Greenwood also in the mix. The Taupo veteran pulled a lap out of the bag in the desperate four car finish, Greenwood taking the checker from Scott, Sharp and Bakkerus with the four cars covered by 0.197 and a winning margin of 1/1000th of a second. Sensational.



Because of time concerns the final race was reduced to six laps with the same grid order. From P4 Greenwood quickly took the lead followed by Sharp, Nicholson, Bakkerus and Scott who lost two places on the opening lap, he regained third on the following lap that saw Grant stop at Turn 1, he was able to restart a lap down. At the end of lap 4 the leading five cars were covered by 8/10ths while Nicholson had an 'off' at

the Hairpin and retired. Greenwood went from first to third on lap 6 as Sharp and Scott went to the front, Bakkerus and Snowden were also in the picture for another grandstand finish. The order didn't change on the run to the finish line but it was very close, Sharp got home by 0.087 with 0.076 splitting Scott and Greenwood, Bakkerus was 1/1000th of a second behind Greenwood. Very close. Snowden and Silk completed the top six finishers.

The field doubled in size to eight cars for the National Road Carriers Formula Ford Cup that would see the resumption of the Thomas Boniface v Callum Crawley battle for supremacy. Crawley topped the Qualifying session by 2/10ths over Formula First graduate Matthew McCutcheon with 3/10ths to Kaleb Kgatoa and half a second to Boniface, newcomer Clay Osborne and Kyan Davie were similar gaps back in fifth and sixth.

Crawley had the best start in the first of the 7 lap Scratch races, in Turn 1 Boniface went from 4th to 2nd and Ngatoa dropped from 3rd to 4th in what became a race of few positional changes. Crawley held a consistent half second advantage of Boniface who had dominated Round 2, further back McCutcheon and Ngatoa were involved in their own private scrap around 1½ second behind the leading pair. Boniface had numerous front brake lockups in his attempt to narrow the gap but it was to no avail as Crawley won by 1.077 and McCutcheon was 2/10ths ahead of Ngatoa to claim his first Formula Ford podium finish. Davie was best of the rest, 13 seconds behind the winner.

For Race 2 Crawley and McCutcheon shared the front row with Boniface and Ngatoa P 3 and P4. At the end of the first lap the order was Crawley, Boniface, Ngatoa, McCutcheon, Davie and Osborne, it stayed that way for five laps with the leading four cars breaking away. McCutcheon overtook Ngatoa on lap 6, the four cars covered by 1½ seconds, Crawley took the flag 9/10ths ahead of Boniface, a second back was McCutcheon who bested Ngatoa by 8/100ths in the race for 3/4, further back Davie again headed Osborne.

Like Formula First the final race was reduced to six laps but will be remembered for a first corner incident that eliminated three cars. Crawley held the lead but behind him Ngatoa's car took to the air after riding over a rear wheel of McCutcheon's car and Davie became involved because he had nowhere to go. There was an immediate red and half an hour was lost as the cars were removed and the tyre barrier reinstated, the other cars returned to their garages and the race was re-run later in the afternoon. Crawley again had the best start to head Boniface but the New Plymouth driver retired after a single lap, leaving Crawley to cruise to a 46 second win over Osborne who enjoyed a race long duel with John Pickford and John Miller that he won with the three cars covered by 1.1 seconds. Boniface had a perfect day in Round 2, Crawley had a perfect day in Round 3, what would Round 4 bring...





# RUSSELL'S NOTES



Testing flare-up. During the Saturday test sessions Sean Browne was running his 'Star Car Enterprise' when all hell broke loose, or more specifically an oil radiator line broke loose. The radiator is right at the front of the car and oil was pumped directly onto the engine's hot exhaust headers. Instant ignition and the car disappeared from view in clouds of billowing smoke, worse was that flames entered the cockpit. A quick evacuation was called for, the fire self-extinguished but the rapid response crash rescue were quickly on the scene as a precaution. Following cars couldn't see anything because of the dense smoke, some stopped, some were forced to take quick evasive action with the very limited visibility. For Sean it was an extremely frightening experience, but he was racing less than 24 hours later in his 'spare' car...

*Tyre comparison. Four of the MX5 Cup drivers took the opportunity to 'test' the new Hankook tyre that will be used in the future. The cars currently run on 205/50/15 Toyo Proxes 888R rubber, the Hankook Ventus is 195/50/15 which means that it's narrower with less grip. It's also interesting to note that the Toyo is run with 22-23 pounds pressure while the Hankook's pressure is 30 pounds plus. Jeremy Hoskins set the fastest lap time in all three races running on the 'new' tyre while Dennis Churcher was quickest in Qualifying on the 'old' tyre. Nothing really conclusive...*

Better Bimmer. Jonathan Hogg upgraded the CSL 'Batmobile' between Rounds 2 and 3. It was a case of 'out with the old, in with the new'. The new came in the form of a smaller and more efficient twin-plate clutch. 'Batman' also fitted new front tyres and reported that the car was much better to drive and set personal PB's. Well worth the expense...

Racing got too close. The MCC's Winter and Summer series have been notable for the general lack of car damage, Round 3 was not good in that respect. There was the odd exchange of paint, six Classics suffered varying degrees of damage, worst was the right front corner of the Dean Curtis Ford Escort following the unavoidable collision at Higgins with Michael Eden's spinning Chev Firenza. Worst of all was the final Formula Ford race that saw three cars eliminated in a first corner incident, two were badly damaged, one moderately. Not even the club President was immune from attack, his Toyota Corolla GT copped big hit from behind and was at a panel shop on Monday to have the rear of the car rebuilt. It's definitely not what people want to see...



What a difference a month can make. Thomas Boniface completed Round 2 with three wins from three starts, 'Feilding Flyer' Callum Crawley having no answer to the speed of the New Plymouth driver. Fast forward to Round 3 and the positions were completely reversed with Crawley winning all three races while Boniface lost valuable series points with a DNF in the final race. What will the September finale bring for both drivers...

*An unhappy ending.* 2019 SpeedSport Scholarship winner Matthew McCutcheon made the big step-up to Formula Ford and his debut was impressive. Second fastest in Qualifying behind Callum Crawley by 2/10ths, ahead of the experienced Kaleb Ngatoa by 3/10ths and the Round 2 dominator Thomas Boniface by 8/10ths. The first two Scratch races brought third places less than two seconds behind the winner (Crawley) but Race 3 was much less rewarding when the rear suspension of Matthew's car was badly damaged when Ngatoa rode over the rear wheel and launched himself in a first corner melee. Not the Formula Ford start that Team McCutcheon wanted...

In the MX5 Cup, Havelock North's Tim Wilde had swiped his card to front with a new motor and refreshed gearbox in the # 5 'silver bullet'. Fifth quickest in Qualifying was only half a second off the pace, Race 1 brought 5th place and 4th fastest lap, Race 2 brought 3rd place and 3rd fastest lap, Race 3 brought 1st place and 3rd fastest lap, for an accountant it was a good return on investment. The driver looked refreshed too...

*An older rookie.* Ian Humphrey of the car yard of the same name was a most welcome addition to the SF Cup field. Mr H looked resplendent in his Tru-Blu colour race suit, every inch a Ford racing driver, equally resplendent was his United Video BA Ford Falcon XR8 race car appropriately wearing # 17. Originally the Falcon was a promo vehicle for United Video before a second life on the Taupo race circuit with Craig Greenwood's 'V8 Race Experience'. Now the XR8 is a full-time race car and Mr H got progressively quicker through the day, 1.28.298 in Qualifying followed by fastest race laps of 1.26.757, 1.25.438 and 1.26.310, a 2.86 second improvement. The slower time in Race 3 could be attributed to the encroaching darkness and no headlights. Or possible driver fatigue...

None of the above. The real reason was brakes, or more specifically lack of them. The Falcon is a big car, it's also a relatively heavy car and that puts more strain on the stopping department, okay under normal road use but not for racing. Mr Humphrey learned first-hand the meaning of brake fade, as a result appropriate measures have been taken to ensure the United Video Falcon will have adequate braking at future race meetings to stop on demand. Good for the driver's confidence too...

*PB's.* Both Samantha Stanley and Trevor Weir left the circuit extremely happy people. Sam's refreshed Honda Civic is now on the SF Cup mid-field pace as her results show, her quickest ever lap came on lap 4 of the Reverse Grid when the clock stopped at 1.24.896, a PB but under the 1.25 breakout time which took her from first to sixth. MCC Magazine Editor Trevor Weir had all his stars aligned in the MX5 Cup and his confidence grows with every race. In the Handicap he really had the bit between the teeth as he chased Tim Wilde on the final lap, bringing down the gap from 1.2 seconds to 0.981 when the flag fell. That lap was 1.25.832, a three second improvement since Round 1 when he made his circuit debut. That's impressive...





Interesting backgrounds. People introduce themselves to circuit motor racing from a variety of backgrounds. In the Total Truck Spray Formula First category Whangarei driver Braedan Snowden had previously raced at Manfeild Circuit Chris Amon in the NZ Super Karts, Toby McCormack from Auckland made the switch from Off-Road racing, same engine different chassis! Cory Silk hails from Paraparaumu and has been a drag racer which is straight line with no corners. Driving style adjustments all round...

*The country came to town. Bruce Goodwin had a day away from the farm at Ohingaiti, making the trip down SH1 with his well-known Chev Camaro on the trailer. It proved to be a very good day behind the wheel. The GDM Retails Systems Classic Cup has some seriously good machinery on the grid, Qualifying giving no indication of what was to come, 17th fastest and sixteen seconds off P1. All three races are Handicap, in the first he was on the 20 second mark and was run down on the final lap by back marker Dean Curtis to finish second by 1.3 seconds. The handicappers picked-up on that and he was further back on the grid for Race 2 and finished 18th, for Race 3 the Camaro was back on the 20 second mark with Sandra Eden, Neil King and Ross Francis. Bruce took the lead on Lap 2 and was never headed, just holding on by 0.770 over a fast finishing trio led by Chris Wall. Bruce's best Qualifying lap was 1.34.204, his best race lap 1.22.397, was the cunning cocky sandbagging to get the best deal from the handicappers...*



Bright colours. It's hard to miss IB Cuppers Justin Allen and Alex Corpe out on the track. Both of their cars are extremely colourful which makes them stand out from the crowd which must be good news for their sponsors, NAPA Spares on the Allen Toyota 86 and Battery Town on the Corpe Mazda RX7. The two cars seem evenly matched too, they were one-two in the Qualifying session split by 3/1000ths of a second. That's about as close as it gets...

*Where have all the Manfeild Muscle Cars gone? This year's series began with five cars on the grid, at Round 2 the number had dropped to 4, the latest Round saw only three cars on the grid. The MMC was announced with great fanfare offering a line-up of V8 engined race cars that had people salivating at the prospect. There are questions awaiting answers...*

Not his day. In the RS Cup Handicap race David Penfold and his little Peugeot were given a useful 25 second start over Rodney Penn, but things quickly conspired against him through no fault of his own. Warren Cleland's Corolla started misbehaving leaving the starting grid and ground to a halt at Turn 1, out came the Safety Car. At the end of lap 3 the SC left the circuit and racing resumed with David leading the single file pack, the time advantage had gone and it was now a sprint race! Two cars passed the 'Pug' on lap 4, another four on lap 5 which relegated David to 7th at the finishing line. A 'what could have been' race...

*It's called judgement. In the SF Cup Scratch race four drivers erred and were penalised for exceeding the 1.25 breakout time, pushing them down the official result sheet. Victory went to Richie Arber in the # 46 Corolla GT, but checking laps times revealed how close the Club President was to also breaking out. On the second lap he was timed at 1.25.099, his second fastest lap in the same race was 1.25.145. That's very fine judgement...*

Pit fairy? Who was the person seen flitting from car to car assisting those who needed help and those who didn't even need help. The good fairy was also seen offering advice to the driver of a green Mazda MX5 with # 25 on its doors. There were no fairy wings, no glitter, no magic wand. Word is it may have been Bryce Hogg...

Another Ford in the shed. Greg Cuttance arrived at the circuit without his familiar Dick Johnson tribute Tru-Blu XD Ford Falcon, at this meeting the Dannevirke blue oval enthusiast was driving a mid-1980's 302 Ford Mustang, the same model that Dick Johnson raced in 1986 wearing 'Greens-Tuf' colours and finished second in the Nissan Mobil 500 Wellington Street Race with Neville Crichton co-driving. Does Greg have similar plans for the Mustang as a second DJ tribute car? Surely two # 17s are better than one...



Rambo Ray. Ray Hartley returned to the track with the sole purpose of 'Hogg Hunting'. But which one did he have his sights on? The chocolate fisherman ran his mid-engine MG-F in the SF Cup but the Hogg Racing Team were elsewhere, Bryce's fiancé Alice Staddon was running in the RS Cup and Jonathan in the Classic Cup. The Hoggs were out of range and Ray lost the scent...

A day that just got better and better. Andrew Manderson is a man who enjoys his racing, never more than at Round 3. He qualified a lowly 18th in the Coresteel Buildings IB Cup field but something was amiss with the # 42 Honda Integra and he retired from the Scratch race after 3 laps. All was good for the Reverse Grid where the former Jets basketballer 'slam dunked' everyone, taking the lead on lap 2 and winning by an impressive 3½ seconds, then backing that up with 3rd place in the Handicap after starting in the middle of the field. The day might have started badly, but it ended brilliantly...



Speed explained. Robert Wallace's Holden Commodore really brought the Ernie's Engineering GT Cup alive. The Tauranga driver was second fastest in qualifying behind Ross Thurston and his day ended with a scorecard reading 2, 2, 2 and fastest outright lap of the day at 1.07.457 that was more than half a second quicker than the Thurston Evo. The car looked magnificent with its bold HRT style graphics and the exhaust sound was like no other, but therein lies a clue. The Wallace Commodore is the ex-Greg Murphy Super Tourer and Murph's 'hot laps' car. Great pedigree...

*Anyone for a dance? In the RS Cup Warren Cleland and the Fleetwise Corolla were quick, sometimes too quick when breakout penalties cost series points. In the Handicap race the Corolla was one of the six cars that were last away, it didn't leave the grid with the others and just stuttered its way towards Turn 1 where it finally ground to a halt. There was a Safety Car Intervention as the car was removed to safety, Warren coaxed the Toyota into life and continued 'racing' but it was as though they were on a dance floor doing the foxtrot - slow, slow, quick, quick, slow! The # 28 car eventually stuttered its way to the flag two laps down, but with some valuable points in the bag...*

The reason. Apparently the gear change mechanism became a 'loose unit' which made shifting from one gear to another an extremely difficult task, let alone knowing which gear the car was actually in. It transpired that Warren put the car in third gear and held the linkage together with his left hand! Despite the problem he ran a 1.31.280 on lap 4, just 7/10ths slower than his qualifying time! That's talent and tenacity...

*Think about it. The damage caused to cars and people's bank balances during the day was very significant. Maybe every driver should sit back and ask themselves the question - Did I damage someone's car? A couple of collisions were unavoidable because of the circumstances, others the result of poor judgement or just bad driving. Some drivers have to lift their game in Round 4...*

RH



# DOG GONE



Many of you will recognize, and some of you will know these regulars at Manfeild, Simon and his lovely companion of many years, Lexi.

I wonder how many know that there is a wonderful back story here.

Simon is an ex motorcycle racer and all-round petrol head who suffered severe injuries in a motorcycle accident, including a significant brain injury that leaves him susceptible to fits. Enter Lexi, an especially trained canine to assist him and recognize when a seizure is imminent so that suitable precautions can be taken.

Simon is a huge motorsport fan, and as soon as he was able, he was back down at the track spectating. After a run in with someone where he was unfortunately abused for bringing a dog to the track ( not

the staff, I hasten to add, who were well aware of his story ), Julie Keane, the then CEO, and the rest of the Manfeild staff decided the best way to handle the situation, given that there is a “no dogs” policy at the track, was to do was to make Lexi a “friend of the circuit” so she had total access to all parts of the facility, along with Simon of course. A quick whip around in the office resulted in the cash to have her special Hi Viz jacket made, with the appropriate wording to indicate that she was an assistance dog. And the happy ending was that Simon and Lexi were once again embraced as part of the Manfeild family with no more antagonism shown.

After many years as Simons constant companion, Lexi is retiring to Kerikeri, where the climate might be better suited to her arthritis, and she can live out her years in comfort. This very special visitor to the circuit deserves acknowledgement for a wonderful job well done, and her part in making Simons life as normal as possible. And in fact, if you are at the MG Classic meeting you will get a chance to say goodbye in person, as she is making a special return trip just for that event. Simon is looking forward to her replacement, as we all are.

Happy retirement Lexi.





**From the CEO's desk:**

It is regrettable that Covid has reared its head again in our NZ community in the last 2 weeks. While most events have continued as usual at Manfeild Park under the stricter Level 2 guidelines, the large 4 and Rotary NI Jamboree was cancelled over the weekend of 15<sup>th</sup>/16<sup>th</sup> August. We do need to remain nimble and responsive for what lies ahead as the events environment remains uncertain. We are learning a lot about operating in a challenging environment by developing ways to adapt and innovate with our clients so that we can continue to operate our business. Never one to reinvent the wheel, there is a plethora of useful information online, and together with chatting about, we certainly do not feel alone in being proactive in “weathering this current storm”.

MSNZ advised me at the beginning of the week that Auckland will be the next host location for the 2021-2022 NZGP. We were not advised if the NZGP will be hosted at Pukekohe or Hampton Downs. We were extremely disappointed that we were not successful in our bid process, however we are proud with the strong submission we put forward. Our bid focused intently on maximising the NZGP to connect more widely with the “non motorsport” community, to connect with the NZ School Curriculum for practical science learning (as you never get a better example of “force and motion” than seeing top level motorsport drivers in action on a top class track) and to support the future growth of NZ motorsport. It is very easy to keep offering major motorsport events to the same audiences, but it takes energy and commitment to attract new patrons to these major events for the first time!! We were certainly prepared to put the energy in to target new audiences for future NZGP events. I sincerely thank the Manawatu Car Club for their commitment in our bid process, to lead the resurgence of corporate engagement locally, regionally and nationally. We were incredibly grateful for your valuable collective support. We wish the new hosts all the very best in their quest to increase the profile of the NZGP moving forward.

It is great to see the MCC hosting a wide variety of high quality events on the Circuit. We are very excited about OctoberFAST and the inclusion of Truck Racing again this year. Bring it on!! Please continue to keep safe out there.

Best regards  
Kathy

**Kathy Gibson**  
**Chief Executive Officer**



## Media Release on behalf of Manfeild Park Trust Board

Tuesday, 25 August

### New trustee appointment to Manfeild Park Trust Board

After an extensive search for a new trustee, The Manfeild Park Trust Electoral College is pleased to announce the appointment of Shayne Harris to the trust board.

With 19 very high caliber applicants applying for the one position, Shayne was seen as the best by the Electoral College. Board members are appointed by the three settlers of Manfeild, Manawatu District Council, Manawatu Car Club and Feilding A&P Show.

"As original settlers of Manfeild Park, the Manawatu Car Club is excited to have Shayne Harris joining the Manfeild Park Trust Board. We believe his wealth of knowledge and experience will be a huge asset to Manfeild for many years to come," says President of the Manawatu Car Club, Richie Arber.

Chair of Manfeild Board Gordon Smith says along with his business and governance skills, "Shayne's passion for Manfeild will ensure he is an immediate positive contributor to the Board."

"The appointment of Shayne Harris brings a lot of institutional knowledge of Manfeild to the Board," adds Gary Child of Feilding A&P Association.

Manawatu District Mayor Helen Worboys is excited by Shayne's appointment. "Shayne's impressive past commitment to growing our region's sport and events, combined with his broad knowledge and understanding of Manfeild's huge potential, means he will be an immediate asset to the Board," says Worboys.







## INCONTARE I TEMPI CHE CAMBIANO - MEETING CHANGING TIMES

For the past 89 years the famous Italian styling house and coachbuilders Carrozzeria Pinin Farina (later Pininfarina) has produced designs for a long list of international car makers, both long established customers and emerging companies in China, Vietnam and Korea - production models, prototypes and concept show cars. In addition many one-off custom cars have been created for wealthy private clients based on their chassis of choice.

With headquarters in Turin, the company was founded in 1930 by Battista 'Pinin' Farina and built bodies for Fiat, Alfa Romeo, Hispano-Suiza, Cadillac and Rolls-Royce, there was also a close association with Lancia who were pioneers of monocoque construction, that led to Farina becoming the first coachbuilder to use the new technique that was also known as 'unibody' construction.

The factory was destroyed by Allied bombing during WW2, from the ashes emerged the car credited with establishing the company's reputation, the Cisitalia 202 Coupé that was penned in 1945, its simple but elegant lines and low bonnet would become a Pininfarina trademark.

The partnership with Ferrari began in 1951, neither man wanted to meet at the other's office so they met at a restaurant in Tortona, a small town halfway between Turin and Modena, an agreement was reached and Pinin's son Sergio was given responsibility for the Ferrari portfolio - design, engineering, technology and construction.



Since that initial meeting only two road production Ferraris weren't designed by Pininfarina, the 1973 Dino 308 GT4 (Bertone) and 2013 LaFerrari that was designed in-house at the Centro Stile Design Centre led by Flavio Manzoni. The last design from Pininfarina's Turin studio was the F12 Berlinetta that was produced between 2012 and 2017, like the LaFerrari all the recent models are the work of Manzoni and his talented team.

Despite the 'breakaway' the two famous companies still retain a very close relationship, they can also reflect on some truly extraordinary design exercises - two were standouts.

At the 1969 Geneva Motor Show they unveiled the 'Ferrari Sigma Grand Prix', a Formula One 'future' concept car based on the Ferrari 312 that was driven by Chris Amon. Extremely innovative, the car was the work of Paolo Martin and based around safety with a driver survival cell featuring a safety belt system, multi-layer plastic fuel tanks, an on-board fire extinguisher system and side pods that also protruded behind the rear wheels to prevent wheels interlocking.



The following year Martin had another concept show-stopper at Geneva, the Ferrari 512S Modulo with its extremely low wedge-shaped body featuring a canopy-style glass windscreen/roof that slid forward to allow entry with the wheels being only partially covered. The futuristic design was acclaimed by critics around the world and won Pininfarina twenty-two international design awards.

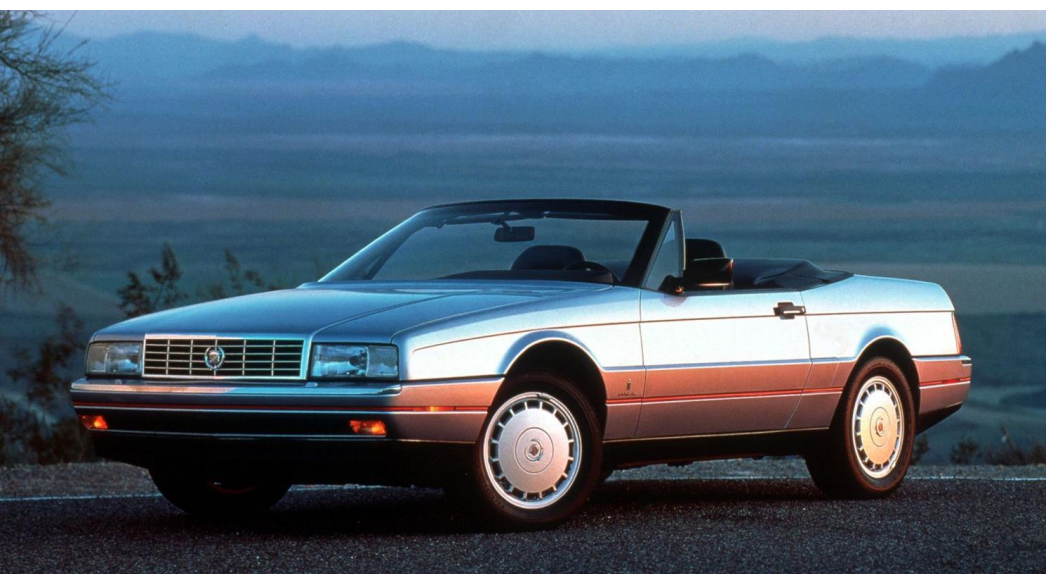
Aged 68, in 1961 'Pinin' Farina handed over the company to his son Sergio and son-in-law Renzo Carli, the same year the President of Italy authorised the change of Farina's last name to Pininfarina and the business adopted the same identity. The old plant needed modernising having reached its limits in terms of growth with no space for expansion.

Under the new management a modernisation programme began for the next era in the company's history, new facilities were built, they invested in the science of automobile design, opened a Studies and Research Centre, a Calculation and Design Centre and constructed the first wind tunnel capable of testing full size cars. Later came more expansion with the Pininfarina Studi e Ricerche (research centre) at another site to keep its design and research activities independent from manufacturing, at the beginning of the new millenium a new engineering facility was built to give greater visibility and independence to this side of the company's operations.

Perhaps one of the most interesting partnerships Pininfarina had was with General Motors for the production of two Cadillac models. During 1959 and 1960 PF built and assembled the bodies for the limited-series Eldorado Brougham, two hundred 'Caddies' were built and sent to the USA, in 1983 Pininfarina designed, partially assembled and painted the Cadillac Allanté bodies that were flown from the Turin

International Airport to Detroit for final assembly.

But there was much more than automobiles. Since the 1980s Pininfarina has been involved in the design of high-speed trains, automated light rail cars, rolling stock, buses, trams, people movers, yachts -





many of these 'vehicles' had unique styling with the company's footprint.

Now the near 90 year old company is diversifying again to take on the new generation hypercar big boys at their own game. Under the ownership of the giant Indian automotive Mahindra Group since 2015, Pininfarina plans to offer luxury vehicles featuring both advanced design and revolutionary technology manufactured by Automobili Pininfarina GmbH that has its headquarters in Munich, Germany.

First up is the 'Battista' named in honour of the firm's founder, a 2-door coupe with styling cues from recent Ferrari models that was unveiled at last year's Geneva Motor Show. In-line with current trends the monocoque chassis and body panels are carbon fibre with front and rear aluminium crash structures, it sits on 21 inch wheels and Pirelli P Zero Corsa tyres, the carbon-ceramic brake discs measure 390 mm with six-piston calipers - normal supercar specs. Then there's the interesting part.

The car has a Rimac 120 kW battery that's T-shaped to lay in the central tunnel and behind the seats, each wheel has a Rimac sourced liquid-cooled electric motor, they collectively give a combined power output of 1,417 kW or 1,900 horsepower in the old language. The performance figures are impressive too with 0-100 in 2 seconds, 0-300 in 12 seconds and a top speed of 350 km/h (217 mph), the range is 451 kilometres dependent on how hard/fast the car is driven.

Serious testing of the Battista began early in the year with experienced F1 and Mahindra Formula E driver Nick Heidfeld behind the wheel, production begins this calendar year and is limited to 150 units. More than 100 potential buyers have requested test drives of the NZ\$2.65 million car with 40% of the production already reserved.

Next in the Pininfarina EV pipe line is an SUV to take-on the likes of the Lamborghini Urus - we live in truly exciting and challenging times...

RH



# THE HARTLEY FILES



It must be hard to believe that you haven't raced for six months when the WEC was at the Circuit of the Americas in the Lone Star State of Texas where the non-hybrid Rebellion beat the # 8 Toyota by 51.5 seconds. After months of waiting, months of cycling and months of gym work to retain full fitness, it was finally back to 'work' for our man Brendon Hartley. From home in Monaco to Belgium and back behind the wheel of the # 8 Toyota TS050 for Round 6 of the World Endurance Championship, the TOTAL 6 Hours of Spa-Francorchamps.

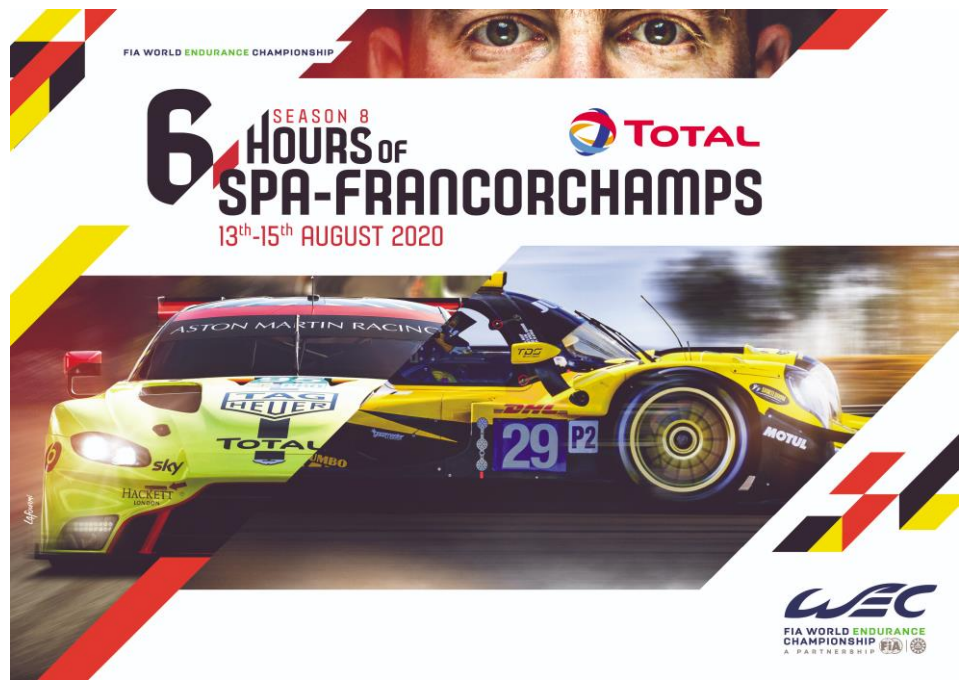
Again there were only four LMP1 entries, the two Gazoo Racing TS050s and single cars from Rebellion and ByKolles Racing. The Rebellion was quickest in each practice session and qualifying, Norman Nato topping the list with a 1.59.577 lap nearly a second quicker than Sébastien Buemi in the # 8 Toyota who clocked 2.00.417, next was Mike Conway in the championship leading sister # 7 with a best 2.01.070 while the ByKolles driven by Tom Dillman ran a 2.01.507, the four cars covered by 1½ seconds.

The 'success handicap' had the Rebellion carrying 1.58 seconds a lap penalty, the # 8 Toyota 3.08 seconds a lap and the # 7 car 3.52 seconds.

*Tweet - 'Been nice weather here all week at Spa until a few minutes ago. We are lining up P2'.*

The 7 kilometre long circuit with its 20 turns is one of the world's most challenging, in the rain it becomes one of the most difficult. The teams were forced to switch to 'wet' tyres and start the race behind the Safety Car, it was four laps before the field was released with the Rebellion taking a lead that only lasted to the first corner when Nato went wide on the wet track going through La Source, both Toyotas were through and away. There was no fightback as the Rebellion struggled in the wet conditions and it wasn't until the four hour mark when the track completely dried that the car began posting competitive times, but it was too late. When the track was wettest the car was seven seconds a lap off the pace, it was a lap down inside the first hour because of the lack of grip!

Meanwhile Buemi had mastered the conditions and pulled out a 10 seconds lead over the # 7 car, the car pitted early for 'dry' tyres but the rain soon returned, the car's progress was also being hampered by an electrical problem that remained throughout the race. Toyota were running a split strategy, with the # 8 on 'wets' the # 7 switching to 'dry' tyres, it proved to be a decisive call and handed the advantage





to the # 7 car that completed the race unchallenged.

The Hartley/Buemi/Nakajima car had the benefit of half a second 'success handicap' over the other TS050 but the mechanics were unable to locate the source of the recurring electrical problem which kept the trio out of contention for the win.

In Hour 3 the # 7 car was leading by a full minute before the third Safety Car intervention that closed the field up again, but the combination of Conway/Lopez/Kobayashi drew away again and took the flag after covering 143 laps to secure the drivers first win at Spa and give Gazoo Racing Toyota their fourth win of the season, 34 seconds behind was the # 8 TS050 to complete a 1-2 finish. The Rebellion drivers had early problems with tyre choice, the wrong calls saw the car drop down to sixth behind the leading LMP2 runners but they fought back to eventually claim third place, one lap down on the Toyotas and 2 laps ahead of the leading LMP2 car. The ByKolles Racing entry fought with the Rebellion in the early stages but a series of slow pit stops saw the German outfit slide down the leader board, crossing the line 17 laps behind the winner in 27th place.

It was a race run in extremely changeable weather conditions with four Safety Car interventions, there was also a high level of excitement and interest with 212 overtakes which equates a pass every 1.6 minutes.

The Swiss Rebellion did record the fastest race lap of 2.02.154, the # 7 TS050 was fractionally ahead of the # 8 car with 2.02.239 to 2.02.310, had the day been dry the outcome may have been different. For Brendon and his co-drivers it was a race effectively decided by tyre choice and the split strategy combined with a niggly problem that wouldn't go away.

*'Spa certainly delivered an interesting race with all the combinations of weather. It was a great day for the team to score a one-two in very tricky conditions. I was out there during the very challenging heavy rain before the Safety Car. My eyes were wide open but I still couldn't see much, it was not easy. On our side of the garage we didn't execute everything perfectly, Car # 7 performed well and they deserved the victory so congratulations to them. We have some areas to improve on our car so this was a good dress rehearsal for Le Mans'.*

The championship points are dependent on the length of each race, 4-6 hours there's 25 points for the win and 18 for second, 8-10 hours its 38 points to 27 and the 24 hour is 50 points to 36, in each class the fastest car in qualifying and its three drivers receive a bonus point. The # 7 Toyota started the race with a 5 point advantage over the second TS050, the win increased the margin to 12 points.

The next race is the BIG one, the famous 24 Heures du Mans that's scheduled for 19/20 of this month on the equally famous Sarthe circuit in Southern France - the double points on offer could potentially decide the outcome of the championship with the # 8 Gazoo Racing Toyota defending its crown. The season finale is the 8 Hours of Bahrain with an 11 point differential between first and second. Hold all tickets...

RH





# RACE WITH US

TO EXPERIENCE MOTORSPORT FROM THE INSIDE



**FEILDING AUTO ELECTRICAL WINTER SERIES ROUND 4**  
SATURDAY 12<sup>TH</sup> SEPTEMBER DAY 1

**FEILDING AUTO ELECTRICAL WINTER SERIES ROUND 4**  
SUNDAY 13<sup>TH</sup> SEPTEMBER DAY 2

**TRANSPEC / GT OIL MANFEILD OPEN DAY**  
SUNDAY 20<sup>TH</sup> SEPTEMBER

Entry details for all events available on [www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz) or follow us on Facebook





## MOTUL HONDA CUP HITS OCTOBERFAST!

**Honda Owners - the Motul Honda Cup is coming to town in October and we're keen to offer you the chance to get involved in the most exciting one-make racing in the country and get even more out of your OctoberFAST! weekend.**

This is a one-off opportunity for MCC Honda racers already entered in OctoberFAST! to join us on the grid for the first round of the season at Manfeild. The usual Series entry will be waived so all you have to pay is \$1.00, the normal cross-entry fee to MCC and agree to comply with our rules. We're a friendly bunch who value non-contact, hard but fair racing and always put on a show.

The weekend consists of Qualifying and 3 races, each with a different format to shake things up. Race 1 is an 8 lap rolling start based on qualifying results, Race 2 is a 8 lap standing grid start with a reverse top 10 and Race 3 is a 10 lap handicap based on your fastest laps of the weekend.

You will find all that you need to know on our [website](#).

If you're interested, send Zaf and email on [coord@hondacup.co.nz](mailto:coord@hondacup.co.nz).



# PARTING SHOT



Manfeild early on in the build process (top) and the track extension taking shape (below). Photos from the MDC files