

Manawatu Car Club Inc

Magazine

October 2020



RACE WITH US!

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& -or. 1. One who makes edits, for publication; one who directs the publication of a newspaper.

EDITORSPEAK...

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After bashing my head against a brick wall with Auckland Transports “sledgehammer to crack a nut” approach to road safety, I’m heartened to see that the proposed speed limit changes in the local Manawatu area (submissions closed early last month) seem to have been proposed in a considered and commonsense manner and in some cases go contrary to current NZTA recommendations. Obviously lowering speed limits or having a flexible limit around schools is a no brainer, but, for example, not lowering the limit on the Pahiatua Track to below 80kph seems to indicate that whoever was responsible has a pretty good handle on the realities of travelling on rural and semi-rural Manawatu roads. Well done that bloke/blokes, let’s hope the submission process doesn’t overturn these totally sensible options.

The final round of the FAE Winter series proved to be a game of two halves. Run under Covid restrictions it became a 2-day affair like the first round, and the weather went from a beautiful sunny Saturday to a wet and average Sunday. Of course the MX5’s got to run on Sunday!! Waking up to the sound of rain wasn’t promising, though a quick look at the forecast on my phone revealed it clearing from 9.00am. Quite simply, they lied. A massive contrast to my trip down from Auckland the previous day, Tee shirt, sun streaming down from a clear blue sky, the mountains looking magnificent cloaked in white....

The test session, on the new Hankook tyres, was kinda fun. The track was wet and slippery, and the tyres are quite different to drive on compared to the Toyos. I just couldn’t string a whole lap together without a mistake, culminating in a nice loopy spin coming off the exit of the Esses and a visit waaaaaay out into the grass (because, of course, the car sped up as soon as it hit the grass). Bugger. Back on track and Jerry behind me, and oppps here we go again at Turn 1. Sorry Jerry. So to qualifying (after a big talk to myself to keep it smooth and concentrate on progressively braking and accelerating i.e driving to the conditions). The track was still well wet, but I was stringing together much better laps, even with a couple of front brake lock ups from still being too aggressive. And a gentle wag reminded me to stay off the white lines at the exit of the last turn.

Race 1 and grid 8 out of 14, too much wheelspin on the start and bingo, one place down as Scott Topham took full advantage of my faux pas. And that’s where I finished, Nigel No Mates, trailing the leading pack but well clear of the chasing one. Bugger again.



The one advantage of running fewer classes per day was that you had no sooner come in off the track than it seemed we were being called to the dummy grid again. Race 2 reverse grid and I’m well back from pole for the first time, hooray!! I got a good start this time around (see, I can learn) and had a great old time chasing down those in front while trying to keep an eye on the faster cars coming through. Richard B reckons his mirrors were full of

my “angry” face for a while, I thought I was just being determined!! Young Jack Cleland had a moment on the exit of the Esses and ended up completely sideways across the track, causing a few heart attacks as half the field took evasive action. He looked completely unfazed, but I’m told that was a pretty good front, his legs were jelly for the rest of the race!! Me? A happy camper with 6th in the bag.

Race 3 handicap race and I’m on grid 11 next to Conrad and on the third flag drop. I managed to get the jump on Conrad and was making ground on the first two groups I got this I got this right up to the spin. Yep, you guessed it, the exit of the Esses. I caught the first wag of the tail, but missed it when it went the other way and off we went over the kerbing on the right. Bugger yet again. Frustrating this racing lark is. Again, I managed to get a grandstand view of Dennis, Jerry and Markku jostling for position as a result. Just to add salt to the wound Conrad ended up being narrowly beaten into second place. A final bugger to finish the day!!

All in all, another superb day with a great bunch of hairdressers. As always a huge vote of thanks to the magnificent V-Force, especially the flaggies who, despite the weather, always gave us a rousing round of applause at the end of each race. All you guys and girls are legends.

Congratulations too to all the Class winners, in almost every case it was down to the last race of the last round, a testament to the close and friendly rivalry throughout the fields. There sure were plenty of “if only” stories. Richie’s story epitomizes what this level of racing is all about, being lent a car to complete the final round.

I finally managed to catch up with Jarod Carruthers and thank him for the use of his photos that add so much to the magazine, alongside those from TayB and Infinity Pics. It’s these types of people working behind the scenes that make such an impact on the sport we love. Thank you all.

Next month is OctoberFAST plus a drift practice day, which is already over subscribed and with a waiting list. One day the stars will align, and I will be in the Manawatu on the weekend that one of these practice days falls on so that I can go and have a look. They have certainly come a long way from the first drift days that I can so clearly remember.

While I’m talking Manfeild, it’s great to see the buildings going up at the National Driver Training Centre on the back track. Let’s hope this project is up and running very soon.

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

TW





OCTOBER

- Saturday 10th Drift Tutoring Day Main Track
- Friday 23rd OctoberFAST! Test Day
- Saturday 24th OctoberFAST! Day 1
- Sunday 25th OctoberFAST! Day 2



NOVEMBER

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



DECEMBER

- Friday 4th Manfeild Test Day
- Saturday 5th NZ Superkarts Nationals Day 1
- Sunday 6th Mitre 10 MEGA Summer Series Round 1 & NZ Superkarts Nationals Day 2
- Saturday 12th Kids Xmas Party and 2020 Prizegiving



JANUARY

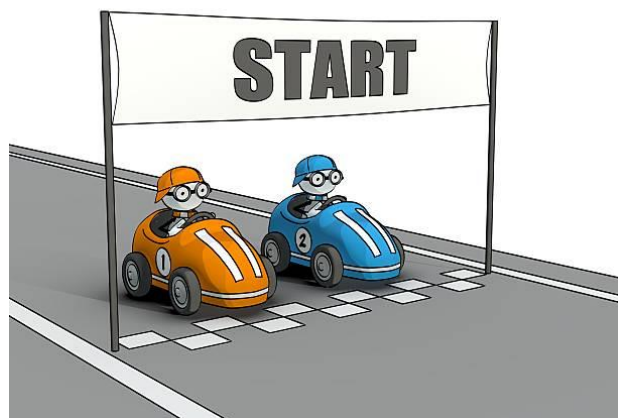
Saturday 23rd Manfeild Marshalls Training Day
Sunday 24th Mitre 10 MEGA Summer Series Round 2

FEBRUARY

Friday 12th Speedsport NZ Championship meeting test day
Saturday 13th Speedsport NZ Championship meeting
Sunday 14th Speedsport NZ Championship meeting
Saturday 27th Drift Practice Day

APRIL

Saturday 10th Transpec / GT Oil Manfeild Open day
Sunday 11th Mitre 10 MEGA Summer Series Round 3



“Track & Yak”

Time: 7.00pm to 9.00pm

Date: Tuesday 13th October 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...**



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Jill Hogg



Noel Beale



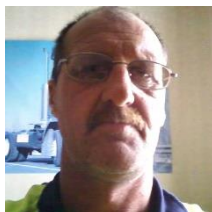
Jodie Bell



Greg Browne



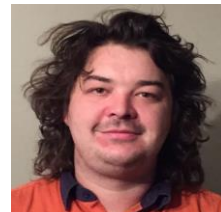
Gareth Stanley



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



It is funny how some really big things in your life can be defined by the timing, in some cases by split seconds...

The last round of the Feilding Auto Electrical Winter Series was like that for not only myself but for Sam Stanley also. I was leading the SF Cup Championship while Sam was just 88 points behind going into the last round. My little Corolla was still out for the count, although picked up from the panelbeater late the night before the last round, we still had other issues that unfortunately could not be addressed in the time we had available to us. A true friend and great mate, Greg Browne offered me his "whale" (a 300zx) to use for the last round, which I greatly accepted. It hadn't been driven in anger for about a year, so Greg worked his butt off to get the car ready, which I cannot thank him enough for.

So Saturday morning dawned, I was travelling much of the week and didn't get back until late Friday so I was a little tired which, looking back on it now, helped with the nerves of going into the last round and also driving an unfamiliar car. I got to the track early, as I normally do, and Greg turned up not long after, we unloaded the "whale" and Greg got to doing the final checks, telling me to not "worry about a thing" and to get in the drivers seat and check the belts etc...

Luckily, we had a 30min test and tune session so I could get acquainted with the car. I was surprised how well the old 300zx went, handled and stopped for such a big and heavy car. Happy with it, and comfortable that we were going to be competitive, we then went out for qualifying. I remember thinking that I would try a little harder, but not too hard, after all it was not my car and I didn't want to have an off! I came in and parked the car up, I then went to the Refueler Bar to set up for the day (lunches) while Greg checked the car over. Not long after Greg came in to the Refueler Bar with a look on his face that I thought meant that something was wrong with the car... but no... I had broken out by 0.068 sec. WTF! Sam managed to stay on the right side of the ledger by 0.164sec. So, I had lost 50 points to Sam which meant going into Race 1 we were just 38 points in front.

Race 1 was a good one, I started just in front of Sam and that is the way we stayed the whole race, ultimately finishing P1 & P2 after the breakouts were taken into account for the cars in front of us, I crossed the line just 0.792 sec ahead of her. Both Greg and I were happy that the car came back from her first race after a year off with a win, how cool is that!

Race 2, reverse Grid... Again, Sam and I battled all race but I could not get past her, and I ended up getting passed on the last lap, so Sam P1, me P3. The lead was cut to just 35 points going into the last race...

Race 3, Full Handicap Race. Sam and I started together once again. I got a demon start and managed to get in front of her and then a couple of laps later she got back in front of me, I decided not to push too hard, after all I just had to finish the race not more than about 7 places behind her to win the class, so I decided to "keep in touch with her" but not do anything stupid. Heading into the last corner of the penultimate lap I changed from 5th gear to forth and then back to 3rd, but there was no 3rd gear, and no engine deceleration either to help with the braking, a quick thought to run it up the top of the track and turn it in and hope that was enough, which luckily it was... throw it into 4th and yip that was there, and 5th also... whew. Into turn

one on the last lap and I thought we would slow it down a tad from the norm and go from 5th to 4th and then back to 2nd... but unfortunately 4th wasn't there either, disappearing to the same black hole that 3rd had gone too... bugger! Back to 2nd then and then go from 2nd to 5th... into the hairpin we went from 5th to 2nd, out of the hairpin it was just going to be the reverse of that and hold that gear for the rest of the lap. But as I changed from 2nd to 5th I could feel that the gearbox gods had decided to take yet another gear. By this time other cars were starting to catch up so I got out of the way and let them go and limped home in what was going to be last place, day done, championship lost... "oh well" I thought as I crossed the line... no shame in coming second to Sam who had driven extremely well all series.

I pulled into the pits and Greg said "what the hell happened...???" I told him and he was more gutted than I was, while I was more gutted about breaking the car than loosing. Sam came over and we talked about the race, we had caught up several times throughout the day before and after each race, there was some good banter between the two of us all day, but ultimately we both did not really care who won.

Back to the split seconds in life...

A couple of days later I was once again travelling back home from the Taranaki in the early evening and I was rung by a couple of people and congratulated that I had won the SF Cup, by some seven points. You may recall that early in this piece that there were a couple of things that had been timed at less than a second, well there is more to come...

In that final race Sam and I finished exactly 7 places apart. Several cars "broke out" in the race meaning that they were relegated down the finishing order, two of those by less than one second. Sam missed finishing one place further up the finishing order by just 0.135sec... and I was going to finish last but Greg Ward saw that I was having issues and slowed on the last lap to let me past as he thought that I "might have needed the points" (bless him!!!), and I finished just 0.117sec in front of him.

If nothing else, it is cool to think that over 4 qualifying sessions and 12 races that multiple events happened that were all than less than 1sec in duration and that could have changed the final result.

You may recall that we "usually" have Prizegiving a week after the last round of the Winter Series, unfortunately still being in Covid Level 2 meant that we could not do this, so we are going to do a combined Summer Series (also postponed for the same reason), Winter Series Prizegiving, Volunteer Awards and Kids Xmas Party on Saturday 12th December, watch this space and our website for further details, however we are envisaging a BBQ lunch followed by some entertainment for the kids with Prizegiving started around 2pm, it will be an informal affair but with lots of fun.

While the Winter Series has finished and we now look forward to what is next we cannot forget those that make our Winter Series what it is... Our beloved Sponsors and our magnificent team of Volunteers, both of whom we are incredibly indebted to. And to you, the competitors who joined us for a great series of racing, thanks for the awesome racing and for being a part of a great series once again.

October brings us the much awaited OctoberFast Meeting, which we see the return of the Super Trucks to Manfeild. Thanks to all of those involved in making this happen, especially to Kathy and the team at Manfeild who made the ultimate decision to allow the trucks back to Manfeild: Circuit Chris Amon.

Make the most of those few split seconds you get, you never know when they will no longer be there...

Richie

Summer Starts HERE!

OctoberFAST!

October 23rd to 25th 2020



Race Day Spectator Admission: Adults \$10
Kids under 17 FREE!

CLASSES


- NZ Super Truck Championship
- NZ Formula First Championship
- BMW E30 Series
- BMW 2 Litre
- BMW Open

- Motul Honda Cup
- Kumho Pre 65
- Super Mini Challenge
- SS2000 / K-Sports Sedans
- NZ Sports Car Racing
- NZ Six / HQ

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Follow us on  **Manawatu Car Club**



NAME: Curtis Rutland

BORN: 13 April 1999

OCCUPATION: Building Apprentice

RACE CAR: Nissan s14 Silvia

EVERYDAY DRIVE CAR: Toyota Hilux

DREAM CAR: Ferrari



YOUR BEST MOMENT IN MOTORSPORT? First time drifting on the D1NZ section at Manfeild.

WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY? A marine biologist. Because I really like the ocean and the creatures that live in it and thought it would be interesting learning about them.

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

David Attenborough, Travis Pastrana and Keiichi Tsuchiya

WHO WOULD YOU PLAY IN A MOVIE? Iron man/ Tony Stark

THREE WORDS THAT BEST DESCRIBE YOU... Stubborn, Polite and Humours (How the partner described me)

IF YOU WERE A VEHICLE, WHAT WOULD IT BE, AND WHY? Hilux, reliable, built tough and gets the job done.

WHAT IS YOUR SECRET VICE? Leave my washing lying around the house.

PEOPLE WOULD BE SURPRISED TO KNOW THAT... That I love Kawasaki motocross bikes and wouldn't ride any other.

FAVORITE QUOTE... "Never Lift"





GRID TORQUE

A new Aussie circuit. Our Trans-Tasman neighbours might be having serious inter-state issues with the COVID-19 pandemic but it's not slowing down the creation of new racing circuits. The latest is on the outskirts of Newcastle in northern New South Wales and more than third of the physical construction of the 3.1 kilometre circuit has been completed. For decades the site was used for off-road racing before becoming largely overgrown and inaccessible until successful Newcastle businessman and car enthusiast Matthew Higgins announced his vision five years ago. Named Circuit Italia, the track is undulating with significant elevation changes that will be very challenging, it's 'carved' out of a forest area so has similarities to the Spa-Francorchamps and Hockenheim circuits in Europe, a standout feature being the creation of the 'T14 Complex'. Comprising a park ferme and storage building that includes office and medical space together with the Lounge/Clubhouse, it's positioned on the inside of the circuit to provide views of the high-speed Turn 13, braking into the Turn 14 Hairpin, the kink of the final turn and down the start/finish straight. As for the name, the complex is located off the region's well-known Italia Road which is accessed off the Pacific Highway that forms one of the boundaries. The facility is also on the flight path of the Williamtown military/civilian airfield so there will be some very interesting overhead traffic with the RAAF FA/18 Super Hornets coming and going. Completion is set for next year but will Circuit Italia replace Supercar's Newcastle street race...



Another new Aussie circuit. Construction of a multi-purpose motorsports and driver education facility 40 kilometres south of Townsville is ahead of schedule. The AU\$23.3 million Drivelt NQ (North Queensland) complex will include a 2.65 kilometre race circuit, drag strip, kart track, speedway and a 220 x 110 metre skid pan. The design work has been guided by Paul Morris and Roland Dane who are the circuit's ambassadors, so it should meet the highest expectations of the motorsport fraternity with the Queensland Government chipping in with \$10 million. It's looking like a very exciting future on the continent's north-east coast...

Cross country again. Following the Darwin rounds the Supercar circus set off on a 2,500 kilometre drive along the Barkly and Flinders Highways, across the Queensland border to Townsville on the state's east coast for another two back-to-back weekends. Townsville is one of Aussies more interesting tracks as its 'hybrid', utilising both the established racing circuit and the city's streets. The NIT Super Sprint had two interesting support categories, the 'North Queensland Super Sprinters' and the 'Townsville Tin Tops'. Both were more than interesting...

Mixed weekend. The MCC's Chris Pither had a very good day followed by a not so good day. The Team Sydney Holden Commodore set the 23rd fastest time in the Race 19 Qualifying session but the 39 lap race produced a much better result. Within seconds of the start there was chaos braking for Turn 2 involving a number of cars. Chris avoided the tangle and immediately gained ten positions, during the pit stop phase he worked his way up to 6th place before pitting on lap 19, re-entering in P18. On fresh rubber his charge through the traffic began and with six laps to run was P11, with three to run he was P10, going into the final corner Chris challenged Scott Pye for P9. Out of nowhere Anton de Pasquale arrived on the scene, in the scramble the Coke car lost momentum for the three car side-by-side drag to the flag with Pither the loser, a certain top 10 finish became P11 by 0.29 of a second. It was an outstanding drive with a 12 position gains. Day 2 wasn't so rewarding, in Race 20 of the championship there was a three place gain from P24 to 21st, in Race 21 a one place gain from P24 to 23rd. What a difference a day makes...

Mixed bag for other Kiwis. In Race 19 there were two in the top ten, Fabian Coulthard finished 4th with Scott McLaughlin 7th after starting in P18. Two made the top ten finishers in Race 20, Shane Van Gisbergen improved 4 places to be 3rd across the line while McLaughlin went from P13 to 6th, both races being won by Jamie Whincup. There were two top tenners again in Race 21, McLaughlin heading the field home after starting in pole position, SVG gained five places on his way to 8th. It was a roller coaster weekend for the NZedders...

Interesting support races. There was no shortage of variety in the 24 cars on the 'Townsville Tin Tops' grids. Included were lots of Porsches, a TA2 Dodge Challenger, a handful of MARC Cars, a few Holden Commodores and a lone New Zealand entry, Tony Quinn with his V12 powered Aston Martin Vantage featuring prominent Hampton Downs signage. The Quinster finished sixth in Race 1, won Race 2 by 4/10ths of a second and was beaten home by 5/10ths in Race 3. MARC Cars are Australian built GTs, the MARC II V8 being powered by a 615 horsepower 5.2 litre quad cam engine with the body styled on the Ford Mustang, the result is a most effective



race car. The 'North Queensland Super Sprinters' used a format that could well be seen at a future Manawatu Car Club meeting. The 26 cars had four 20 minute sessions over the weekend and each driver raced himself in search of his fastest lap, in the interests of safety the cars were released at intervals and during the sessions drivers would have learned a lot about passing and being passed. Triple Eight Racing's Roland Dane and his mate Paul Morris shared Dane's Chev Camaro and Group A spec Jaguar XJS over the two days with honours shared, Mr Dane showing he was a most accomplished driver. There were several attention grabbing cars, one a very quick 1970's Mercedes-Benz 220 that had its original Diesel engine replaced by something much more competition orientated, but the standout was a V8 powered Mk1 Ford Escort with ridiculously wide track and even more ridiculous flared guards to cover the tyres. It didn't go 'arf bad though...

The value of motor racing. In these testing COVID-19 times it's interesting how many new companies are supporting the Supercar Championship by picking up the round naming sponsorships. At Townsville the first weekend was the 'NTI Townsville SuperSprint', NTI being the abbreviation for Brisbane-based National Truck Insurance Limited, a truck insurance and roadside assist company, the deal is for three years. The second weekend at the Reid Park street circuit was under the banner 'Robson Civil Projects Townsville SuperSprint', a family owned east coast based construction engineering company. Both companies enjoy

personal sponsorships with Tickford Racing drivers, Lee Holdsworth and Michael Caruso respectively, the two being paired for this year's Bathurst 1000. Next stop was The Bend Motorsport Park in South Australia, a road journey of 2,800 kilometres, for another double-header. Following the announcement that Repco would take over the naming rights of 'The Great Race', the company expanded its Supercar support with the 19/20 September round being known as the Repco SuperSprint. The following week was the OTR SuperSprint, **On The Run** being the circuit owner's chain of convenience stores, with 148 petrol stations and stores OTR is South Australia's largest private employer. It can be surprising who steps up in the hour of need...

Ever changing calendar. The Supercar Championship management spent a lot of time working on dates and venues as situations changed in various states. It was interesting that they overlooked Queensland Raceway as a possible option when the teams were already in the state, then they named 'The Bend' in South Australia that had earlier been ruled out as a possibility. The great thing about SA is that the state got on top of the pandemic very quickly by closing its borders which means spectators can attend sporting events. So last month The Bend Motorsport Park had double-header rounds, spectator numbers being limited to 10,000 each day with options of general admission, grandstand or 'park n view' tickets with free entry. The juggling ended when it was confirmed that the Supercheap Auto 1000 would be the 2020 Virgin Australia Supercar Championship grand finale on October 18, the third time that Mount Panorama has hosted the final round in the category's 60 year history, the previous occasions being 1999 and 2000. It's been quite a year for Supercar management, circuit owners, teams and race fans...

Wanting it back. The Bend Motorsport Park falls under the umbrella of the Shahin family owned Peregrine Corporation and in 2019 was named 'Motorsport Facility of the Year'. South Australia capital Adelaide hosted the Australian Grand Prix for ten years between 1985 and 1995 before it moved to Melbourne's Albert Park in 1996, now the South Australia Premier wants the race back to where it was first included on the Formula 1 calendar. That ponders the question, street race or Tailem Bend with its different circuit layout options? It's hard to imagine that Melbourne would let the grand prix go without a major fight. Seconds out of the ring...

Braver than brave. It could be argued that MotoGP is the motor sport discipline that requires the highest levels of fitness, belief and bravery by riders on machines with an extraordinary power-to-weight ratio, machines capable of wheel spinning in every gear. The riders are continually on the absolute limit with no room for error, they have great faith in their machine and tyres. From time to time there are misjudgements or mechanical failures that result in tumbles, bravery was taken to a new level at the Styrian MotoGP on Austria's Red Bull Ring. Monster Energy Yamaha rider Maverick Vinales had been suffering brake issues but on lap 17 the front

brake exploded as he approached Turn 1 travelling at 218 kilometres an hour! Without hesitating he jumped from his machine, the data logger revealing that Vinales hit the track with a force of 23.45g just after his airbag deployed, there was a secondary impact of 20g, he slid along the track for 4.8 seconds before tumbling for another 1.9 seconds. The rider walked away from the scene but his Yamaha M1 caught fire after puncturing a protective air bag. Maverick Vinales is the new Braveheart...



Murph says sorry. There are many iconic moments in the history of 'The Great Race', one of the most controversial happening fifteen years ago in the 2005 Supercheap Auto 1000. Its memory has been rekindled with Greg Murphy publicly admitting that the famous incident on The Mountain wouldn't have happened if he had his time over again. On lap 145 Marcus Ambrose had attempted to pass Murph on the outside of the kink before The Cutting when the cars made heavy contact which nearly put Ambrose's Falcon over the safety barrier. There was a fiery face-to-face on-track exchange



between the two drivers who were racing for fourth and fifth places at the time. The incident has been debated for years, the two cars were alongside with Ambrose on the outside and having his nose in front but he hadn't completed the pass when the contact was made. Who was right and who was wrong depended on which camp fans were in. 'It was one of those pig-headed moments where he wasn't going to give in and I didn't give in. I've always been quite open about the fact that I believe we both contributed to it and I always was happy to take 50 percent of the blame for it because it was a goddamned mess. If I had my time again and I could bloody go and repeat it, knowing what has happened, you probably would bail out of it'. In the heat of competition things happen in a split second, it's not deliberate but it happens. The Stewards dismissed it as 'a racing incident warranting no action'...

Another nail in the Holden name coffin. The latest is that the Holden Trade Club programme is being rebranded as GM Trade Parts. It's only a name change with GM Trade Parts continuing to provide Holden parts to independent mechanics together with AC Delco and Chevrolet components. Holden has made a commitment to customers to continue supplying genuine parts for at least the next decade, with more than one and half million vehicles still on the road that will be some comfort to owners. For Holden followers it's a case of what will tomorrow bring...

And another nail. Holden's proving grounds at Lang Lang in Victoria has been the centre of developing every locally-made model since it opened in 1957, now it's been sold. The 877 hectare Lang Lang complex is an hour's drive from Melbourne on the road to Phillip Island, it has 44 kilometres of paved and unpaved roads for testing and a 4.7 kilometre high speed bowl, in recent times it's been used by GM to develop their global models including the V6 engines used in the current Cadillac range. Reportedly the new owner of the facility is VinFast, Vietnam's first automotive manufacturer, who have been active since establishing VinFast Engineering Australia earlier in the year, recruiting a number of Holden, Ford and Toyota engineers who were unemployed following the local industry's demise. VinFast was founded only three years ago



and has unveiled four models based on the BMW 5-Series and X5, it also has plans to produce an electric vehicle. The American market is their first priority with no confirmation regarding selling the vehicles 'down-under'. VinFast could be a brand to follow with interest...

Changing of the guard. In recent years the Williams Grand Prix team has struggled at the back of the grid with the golden years forgotten, Williams was a family team with a proud history since founder Frank Williams entered Formula 1 in the 1960's, in the same decade he came to our shores on one occasion to contest the 1969 Tasman Cup series with a 2.5 litre Brabham BT24 Cosworth driven by Piers Courage. During the early 1970s Williams linked with Canadian Walter Wolff but the pair met with little success, top New Zealand driver Graham McRae drove for Frank Williams Racing Cars in the 1973 British Grand Prix but retired on the opening lap when his Iso Marlboro Ford had a throttle problem. Better times began, four years later when Frank and engineer Patrick Head founded Williams Grand Prix Engineering, Clay Regazzoni won the 1979 British GP to give the team their first victory, the following year Alan Jones brought the first of seven Driver Championship titles, later winners were Keke Rosberg, Nelson Piquet, Nigel Mansell, Alain Prost, Damon Hill and Jacques Villeneuve, between 1980 and 1997 there were also seven Constructor's Championships. During that period there was set-back when Frank was involved in car accident in France that left him a tetraplegic and confined to a wheel chair, but he was quickly back at the helm. There was also the stressful battle with Italian authorities following the 1994 death of Ayrton Senna in the San Marino Grand Prix at Imola to cope with. Frank Williams became Sir Frank after receiving a knighthood in 1999 but the arrival of the new millennium saw the WGPE outfit unable to recapture the glory days of the 1980s and 1990s when they won 114 grand prix races with 312 podiums. As Sir Frank pulled back from the front line daughter Claire Williams became Deputy Team Principal and ran the operation, but the downward spiral continued despite the team having access to Mercedes engines. Last month private American equity firm Dorilton Capital, who have a close connection with F1 owners Liberty Media, acquired the entire operation and the Italian Grand Prix at Monza on 06 September ended the era for Williams as a family run team. Respecting the team's history and culture, Dorilton has said it will continue to use the Williams name, that's good news. Let's hope that somehow they can bring back those glory days...



Royal connections. Williams has long been regarded as the most British of the British F1 teams, with the arrival of Dorilton Capital Williams it has become more British. One of the members of the new Board is Scottish laird James Matthews who raced in the 1990's, winning both the British Formula Renault Championship and Formula Renault Eurocup in 1994. For James a much higher public profile came in 2017 when he married Pippa Middleton, the sister of Catherine Middleton the Duchess of Cambridge, which means his brother-in-law is Prince William. Royal indeed...

Benefactor. Toto Wolff is the Team Principal and CEO of the Mercedes AMG Petronas F1 team, the Austrian investor also has a finance portfolio that includes a 30% shareholding in the F1 team, shares in sports car maker Aston Martin and had shares in the Williams F1 team that were sold to Dorilton Capital as part of their acquisition. Toto banked a cheque for 5.6 million euros (NZ\$9.88 million) as a result of the transaction. Presumably it was a good return on investment...



First victory. Williams Grand Prix Engineering began manufacturing their own cars in 1979 and had their first victory the same year when Clay Regazzoni won the British Grand Prix. The team's final victory came in 2012 with Pastor Maldonado heading the field home in the Spanish Grand Prix, Toto Wolff was Williams' Executive Director at the time but he departed for AMG Mercedes the following year. Two years later there was a switch from Renault to Mercedes engines, while the AMG Mercedes cars began rewriting the record books the Williams scored just eleven 3rd place finishes during the next four seasons with drivers of the calibre of Valtteri Bottas and Felipe Massa before the podium drought began in 2018 with only four points scoring results since. Last year the team secured sponsorship from telecommunications outfit ROCKiT, a shame that their car didn't go like one...

Believe it or not. Ferrari have lost its trademark rights to the most iconic car in their history, the fabled 250 GTO. When the car was released into America in 1962 the price tag was US\$18,000 (NZ\$26,800), two years ago one of the 39 examples built was sold privately for a world record US\$70 million (NZ\$104.2 million). Ferrari have lost the trademark relating to the shape of the 250 GTO by falling foul of the European Union Intellectual Property Office's 'use it or lose it' rule. Based in Modena, just 20 kilometres from Ferrari's home town of Maranello, Ares



Design is planning a limited run of 'reinterpretation' 250 GTO cars with modern mechanicals priced at one million euros (NZ\$1.76 million). Surely the bargain of the century...

Same circuit, different month. North Queensland hosted its second Supercar round over the first weekend of September, the Robson Civil Projects Townsville SuperSprint. The usual Supercar format with two support classes, the 'North Queensland Super Sprinters' were back, but the 'Townsville Tin Tops' were replaced by a fleet of thirty four Hyundai Excels to give more NQers the opportunity to race. It was another full weekend...

Big start for CP. For Chris Pither the weekend started before Townsville with a quick flight to the Gold Coast to be with his partner Georgia for the arrival of his youngest fan, Audrey Pither. A few hours together and it was back to Townsville where Chris took part in the practice session for rookies and second year drivers, perhaps inspired by his new fan he set the quickest time of the 20 minute hit-out, a 1.13.5234 lap that headed Macauley Jones by 0.0906. The two Practice sessions ended with an encouraging P15 in the first session and just 7/10ths away from P1, in the second session the # 22 Coke machine was 3/10ths slower which dropped Chris seven places to P22. His times were slower again in Qualifying, the outcome was P24 on the grid for Race 22 of the championship. In the 39 lapper Chris ran as high as 16th during the pit stop phase and held 19th going into the penultimate lap where he dropped two places in one corner to cross the line P21, a gain of three positions from when the lights went out. Race 23 saw our man holding 6th place during the pit stop phase but he was back to P21 when the flag fell, this time one place better than his starting position. Starting P20 Race 24 was over soon after the red lights went out when the Coke car 'ran out of road' and heavily damaged the Commodore's left front corner when contact was made with an unforgiving barrier. It was a big weekend for our man in more ways than one....



Kiwis ruled the top step. Scott McLaughlin won the Robson Civil Projects Townsville weekend opener with team mate Fabian Coulthard in 7th place, but day two belonged to Shane Van Gisbergen. SVG was forced to retire in that race with a power steering failure, but the Triple Eight pedaller was unbeatable on Sunday, gaining three start positions and comprehensively beating McLaughlin by 9 seconds in the first race, in the

second 39 lapper 'The Giz' climbed 11 places to cross the line ahead of team mate Jamie Whincup with McLaughlin 3rd after starting P10, but the driver of the # 17 Shell V-Power Mustang was far from happy. He publicly voiced that he wasn't impressed by SVG's smart thinking overtake that also allowed Whincup through into second place, the championship leader is also learning about racing back in the pack where drivers get their elbows out and swap a bit of paint. The pack is often where the real racing is...

Cash incentive. Peter Adderton is the owner of Boost Mobile who sponsor the Tickford Racing Mustang of James Courtney, he's followed the Supercars for many championships and this year is frustrated by drivers not defending hard enough despite the tyre disparities. Putting his money where his mouth is Adderton offered \$5,000 for the 'hardest racer' at Townville's second weekend. 'To me it's good, hard, clean, fair racing. It's not about taking somebody else out. It's not about ruining someone else's race. It's about not making their race easy'. Assisting on the judging panel were Paul Morris and Russell Ingall - Peter, 'The Dude' and 'The Enforcer' voted Scott Pye as the inaugural winner after he made up eight places from 17th to 9th in Race 22 and meeting the criteria. Pye shared the money between his team and his special charity, nice gesture...

Supercar Father's Day. Chris Pither's gift of a baby daughter arrived early, for team owner Brad Jones it was an amazing day with the gift of two \$1,000 Armor All Pole Position cheques when both of his drivers claimed their first pole positions, Nick Percat for Race 23 and Todd Hazelwood for Race 24. There was a bonus when BJR locked-out the front row for Race 24 after Percat was second quickest, a very 'Happy Father's Day' for Brad. Scott McLaughlin's dad got an early present when his boy won the Saturday race, Shane Van Gisbergen's dad got a bigger present when SVG won both Sunday races. Happy faces all round...

NQ Super Sprinters. Ten more drivers got in on the act for this round, the additions included a Lotus 7 and 1300cc Suzuki Hyabusa powered central seat sports car. The thirty-six drivers set their target time and had 20 minutes to better it. The Group A XJS Jaguar was gone, Roland Dane and Paul Morris shared their time between the Triple Eight Chev Camaro and the Toyota 86 usually raced by Morris's son. One had lots of horsepower, the other not so much...



Murphy's little secret out. Greg Rust's podcast 'Rusty's Garage' can be very revealing, the subject for the 50th episode was Greg Murphy moving to the 'other side'. Classic cars play an important role in people's lives and Murphy is no exception, but the car in the long-time Holden man's garage has a blue oval badge! It's a 1980 MkII Ford Escort 1600 Sport that was stored in a barn for 15 years before Murphy bought it 5 years

ago. Over time the Escort's been restored to near new original condition, though the 1.6 litre Kent engine has been upgraded with a pair of Weber side-draughts to boost performance, new Minilite wheels wearing the latest rubber are the only other modification, even the exhaust is standard. Painted red with gold wheels the car is a genuine head-turner. Rusty also revealed that in his post Supercar career Murph rallied a Mk1 Ford Escort. Loyal Holden fans will surely forgive him...

What a week in Formula 1. The 2020 Italian Grand Prix at Monza was the first time that a car other than a Mercedes, Ferrari or Red Bull has won a F1 race for seven years when Kimi Raikkonen triumphed in the Australian Grand Prix driving a Lotus-Renault. Pierre Gasly became the first French driver to win a Grand Prix since 1996 when Olivier Panis drove his Ligier to victory at Monaco, the wet race that saw only three cars finish. It was the first win for Alpha Tauri that was previously Toro Rosso, STR's first podium and only win was in the 2008 Italian Grand Prix with Sebastien Vettel driving. It was Ferrari's worst qualifying result in thirty-six years following the Maranello team winning the race last year. It was the final grand prix for the Williams team involving the family after 735 race starts, and it was announced that the Renault name will disappear next year, replaced by Alpine (pronounced Al-peen) which is the French manufacturer's sports car subsidiary, and Fernando Alonso will be back driving for them. BWT Racing Point F1 becomes Aston Martin F1 next year and it was finally confirmed that Sebastien Vettel will be alongside team owner's son Lance Stroll in the driver line-up. After one year of a three year contract with the team Sergio Perez was given his departure card. What a week...

Another big name change. Virgin Australia has taken flight and there's a new Supercars naming rights sponsor in a five year deal, though VA will remain as the championship's preferred airline. From 2021 to 2025 the category will be known as the 'Repco Supercars Championship'. Repco has enjoyed a close association with Australian motorsport since the 1940s and this latest announcement reinforces their partnership with the category after earlier confirming it had secured long term naming rights of the Bathurst 1000 next year. The international company's brand has a proud history and is spreading its wings, Repco is ready to take-off...



Unique Porsche. In a previous Grid Torque there was a story about the superb Porsche Collection of Rusty French, apparently he's not the only one in Australia with a passion for the Stuttgart 'wonder wagons'. A South Australian collector has taken delivery of one of their rarest supercars and its road legal. The factory produced 23 examples of the 911 GT1 StraBenversion (street version) as part of the homologation process for the 1997/98

FIA GT Championship racer, but the car in Australia isn't one them. The 911 GT1 Evolution is one of the 18 racing examples that competed in the late 1990s and was later converted for road use which makes it unique, but it does have a racing history. During its track career the car won the Canadian GT Championship on three occasions and contested the Daytona24-Hour before being converted for road use by British specialists Lanzante. This special Porsche is powered by a 3.2 litre twin-turbo six-cylinder 'boxer' engine making more than 470 kW (630 bhp) to give the car a top speed of 330 km/h (205 mph), it has mega performance but that comes at the cost of a sparse interior with a race bucket seat for the passenger, one of the few changes from its original role. It's a Porsche like no other...

Swedish retro. For decades the Volvo name was never linked to style, their cars and station wagons were made to meet the tough conditions of Scandinavia, they were practical in design, they were rugged and reliable, and they rated highly in the area of safety. They also won big motor races - the inaugural Wellington Street Race, the Australian Touring Car and British Touring Car Championships. Back in the 1960s Volvo produced a sleek, stylish coupe that turned heads in the same way as the Porsche 911 and E-type Jaguar that were launched around the same time, the P1800 coupe. The Porsche and Jaguar evolved into the state-of-the-art models of today, while the last P1800 left the production line in 1973 and ended Volvo's link with the sports car market. Kiwi motorsport fans enjoyed the Supercar years when Garry Rogers Motorsport ran the blue and yellow Volvo S60s that made Scott McLaughlin a household name, Chris Pither drove a GRM S60 in the 2015 season, sadly a year later the cars and engines were returned to Sweden. The V8 powered cars were prepared by Polestar, the company's racing arm that later became Cyan Racing who have created the Volvo P1800 Cyan, a retro tribute that combines 1960s styling with elements of the 2017 World Touring Car Championship winning S60 under the skin. Cyan have redesigned the structure of the original shape and integrated the carbon fibre body with a new chassis, under the bonnet is a version of the WTCC 2.0 litre four cylinder turbocharged engine that pumps 313 kW (420 bhp) coupled to a five-speed Holinger gearbox, while the suspension/brakes have also had a major upgrade to suit the times. The P1800 Cyan will be built to each customer's specifications with maximum driving enjoyment the priority. The sportiest Volvo is back after 50 years...



Thinking bigger. Australian outfit MTEC Motorsport are open wheel racing specialists who have enjoyed success on both sides of the Tasman with cars in Formula Ford and the Toyota Racing Series. Earlier this year MTEC ran five cars in the TRS, their best performed driver being Petr Ptacek from the Czech Republic who finished fifth in the series standings. The experience gained in running a multi-car team in the TRS has led to owner Bruin

Beasley committing long term to the S5000 category, last year MTEC ran three of the V8 single-seaters at the inaugural round at Sandown for Tim Macrow, Matthew Brabham and kiwi Taylor Cockerton. The question of how many cars and who will drive them remains unanswered, and there's still the question of when and where will the S5000s be racing. Definitely worth waiting for though...

Perfect timing. The Manawatu MX5 Club had an outing on Sunday 20 September, always happy times with like-minded people. On this occasion the destination was Castlepoint on the Wairarapa coast via Featherston. Those who attended got a bonus courtesy of our racing journalist Richard Bosselman who just happened to be road testing the new MX5 that's the only example presently in the country, what a time to show it off. Such was Mr B's commitment to his fellow MX5 brethren that he sacrificed the opportunity to see the special Battle of Britain Anniversary flying display at RNZAF Ohakea featuring the Mk9 Spitfire from Brendon Deere's Biggin Hill Heritage Centre and the sound of the V12 Rolls-Royce Merlin that went with it. Dedicated man that Mr B...



Cross country again. Darwin to Townsville then another much longer inter-state trip to South Australia for the next Virgin Australia Super Championship round on 19/20 September at Tailem Bend. Known as 'The Bend' it's a remarkable complex that incorporates four circuits, for the Repco SuperSprint the cars ran on the 3.93 kilometre 'East' circuit. The MCC's Chris Pither had another mixed weekend in the Team Sydney Coca Cola Holden Commodore, finished 16th and 18th in the two free practice sessions. For Race 25 of the championship he qualified P23 and improved two positions before the flag to place 21st, Race 26 qualifying ended with P21 and there was another two position gain to 19th. Race 27 and it was back to P23 on the grid followed by a very good drive that moved the # 22 car up eight positions at the finish to cross the line in 15th place. That was a big step in the right direction...

Kiwis flew. The NZ drivers liked 'The Bend' and 'The Bend' liked them. Scott McLaughlin won two Armor All pole position cheques and Race 27, Shell V-Power team mate Fabian Coulthard took the checker in the opening Race 25 and history was made in Race 26 with NZ drivers filling the first four positions. Shane Van Gisbergen won the race from Andre Heimgartner, McLaughlin and Coulthard to give the Aussie a real taste of kiwi. Ya gotta luv it...

A week later, same venue, different circuit. The OTR SuperSprint was held on Tailem bend's shorter 3.41 kilometre 'West' circuit that has 12 turns, nine less than the 'East' circuit. Day 1 began with Chris Pither posting the 5th fastest lap of the eleven cars that participated in the 'Rookie' session, an encouraging start. In FP1 for Race 28 the # 22 car was P19 but only 0.7871 away from the quickest time and one place ahead of Fabian Coulthard. In FP2 the lap times improved across the board, Chris dropped his time by 0.1681 but it was P23 on the time sheet before both Team Sydney Commodores were eliminated in the first Qualifying round, Alex Davison would start 20th on the grid with the Pither car one place back, CP picked up one place in the race to finish 20th, two spots ahead of Davison. It must be increasingly frustrating to be less than a second off the fastest time and down the back of the grid round after round. Race 29 Chris started from P21 on the grid but a strong drive saw him pick-up six places to cross the line 15th just 3 seconds behind the winner. Could that be repeated in Race 30? A good qualifier 8/10ths off pole equated to P20 for the start, he got barged to the back of

the pack on the opening lap to P23 and that's where he stayed. It was worse for team mate Alex Davison, he missed Sunday's racing because the team found metal in the oil filter and their spare engine is being rebuilt in preparation for Bathurst. It's not been an easy season for Team Sydney...

Kiwis flew again. The Bend second weekend belonged to Scott McLaughlin with two \$1,000 pole position cheques and two race wins that gave him a sufficient points lead over Jamie Whincup to claim his third Supercar title before the team head to Mt Panorama and the Supercheap Auto Bathurst 1000. Shane Van Gisbergen was second in the first race but was his drive into 5th place in the final race that was one of the Round highlights, he picked up a staggering 22 positions! Just two Kiwis on the podium seemed strange after the previous weekend's domination...



It's all about the passion. For the Shahin family 'The Bend' is the realisation of a dream to build a complex that's unmatched in Australia, the transformation of the old Mitsubishi proving ground is extraordinary, the design of the circuit's facilities is proof of their commitment and their passion for exotic cars. The main building includes a hotel on an upper level and in the foyer are several of their personal Ferrari road cars. The complex offers eight circuit configurations, the three 'main' tracks ranging in length from 3.41 to 7.77 kilometres, the latter being the second longest permanent circuit in the world behind the Nurburgring's Nordschleife. The Shahins also like to run their stable of cars against other like-minded enthusiasts so last year they created 'The Bend Classic', an event they repeated this year with 74 cars running in six classes. The racing culminates with "The Bend Top 10 Shootout" pitting the ten fastest cars running against the clock. Sam Shahin drove his Formula 1 Dallara Cosworth F189 and Elfin MR8 Formula 5000, son Yassar a TRS Toyota FT40 and Porsche 911 GT3R, also on the track were four other F1 cars, a Brabham BT26, Toleman Hart TG185, Footwork Arrows FA15 and Larousse Lola LC88, joining them was a Lola T142/21 F5000. Throw into the mix the new Brabham BT62 supercar, Lamborghinis, Porsches and Ferraris while GRM fronted with the Holden Monaro 427 that won the Bathurst 24 Hour race back in 2002. That's enough to make any classic racing enthusiast salivate...

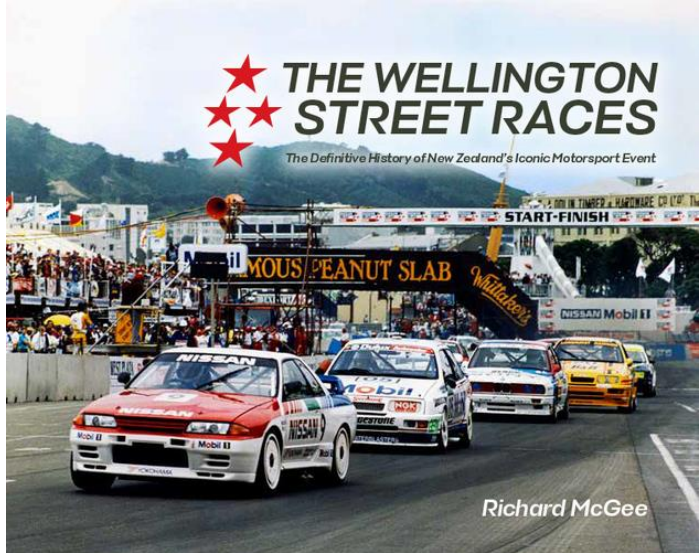
Long wait nearly over. The much talked about book covering the Wellington Street Races is due for release in November. Titled 'The Wellington Street Races, The Definitive History of New Zealand's Iconic Motorsport Event', the 272 page hardback book has been written by Richard McGee and published by Bateman Books. The circuit through central Wellington streets and along the edge of the waterfront attracted the world's best touring car teams and drivers, certainly for those involved with, and those who

competed, the book will be a must read to revive memories that are now more than twenty years old. Price is \$44.99. Also due for release next month is 'Speed Kings', the story of Australia and New Zealand's quest to win the Indy 500, the world's greatest motor race. Seventeen have tried, two have driven into Victory Lane. Australian author John Smailes is an outstanding writer so it will be a very good read. Speed Kings is a \$36.99 paperback. Both books can be pre-ordered through Whitcoulls or other major booksellers. Could be the perfect Xmas gifts for someone, or for yourself...

A most interesting combination. 2021 will see a new one-car team on the NASCAR circuit that will certainly attract an unusually high level of interest for two reasons. NASCAR's only black driver Bubba Wallace will be leaving Richard Petty Motorsports at the end of the current season to switch to the new outfit on a three-year deal. One of the team owners is Denny Hamlin who drives the # 11 FedEx Toyota Camry for Joe Gibbs Racing and has six Cup wins to his name this season, the other is basketball mega star Michael Jordan who was a six-time NBA champion with the Chicago Bulls - 'Growing up in North Carolina, my parents would take my brothers, sisters and me to races, and I've been a NASCAR fan all of my life. The opportunity to have my own racing team in partnership with my friend Denny Hamlin, and to have Bubba Wallace driving for us, is very exciting for me.' The new team was formed in a period of 10 days and is likely to be aligned to Joe Gibbs racing and run a Toyota Camry, the question is will it carry MJ's legendary # 23? With 'Air Jordan' involved the team is certain to have a great fan following in the 2021 NASCAR Cup series...

Diesel out, petrol in. Last October the decision was made that the Aussie SuperUtes would change from turbo diesel engines to a spec V8. Key to the change was the successful development of the proposed 6.2 litre Chevrolet LS3 motor, that's happened and twenty units are being supplied through Holden for the series to resume next year. The 'new generation' SuperUtes will have a number of characteristic changes because the LS3 engine is significantly lighter than the big oil burner, it's smaller and sits lower which will improve the centre of gravity, handling and braking will also be better. The first vehicle was tested at Sydney Motorsport Park towards the end of last month running with the current transmission and tyre profiles to give some guidance to the future development. The downside to the lower c-of-g is that rollovers might be a thing of the past...

Big October for our triple champ. This month Scott McLaughlin has a busy schedule that sees him racing on two Continents. First up is the Supercheap Auto 1000 at Mount Panorama on the 18th where his co-driver will be Tim Slade. The following weekend he will be in the USA to make his eagerly awaited Indy race debut at the Firestone Grand Prix of St Petersburg in Florida, the 2020 season finale. St Petersburg is a temporary circuit using downtown streets and one runway at Albert Whitten Airport, 2.9 kilometres long with 14 turns. Scott will be driving a fourth Team Penske



entry alongside 2019 Indycar champion Josef Newgarden, Will Power and Simon Pagenaud, his Chevrolet powered Dallara being in familiar Shell V-Power Nitro colours. Perhaps strangely Scott will be using # 3 despite the fact there is no car currently wearing his regular # 17. St Petersburg is the race that could define Scott McLaughlin's future...

Good choices. When the finalised list of entries for the pending Supercheap Auto Bathurst 1000 was published it revealed that Chris Pither had done rather well when it came to co-drivers. Sharing the # 22 Coke Commodore with our man will be Steve Owen who has impressive Supercar credentials. He won the Pirtek Enduro Cup with Chaz Mostert in 2017 and has twice finished runner-up in 'The Great Race', with Jamie Whincup in 2010 and Mark Winterbottom in 2015, prior to that he had twice won the Dunlop Super2 Championship, on the second occasion with Greg Murphy Racing. In the sister 'Local Legends' Commodore will be regular driver Alex Davison partnered by Tekno Autosports and Team Sydney boss Jonathon Webb who won the Bathurst 1000 in 2016 with Will Davison. Team Sydney could be worth a dollar or two each way at the TAB...

The Giz going gravel. Shane Van Gisbergen has confirmed that he will make his competitive rallying debut next month in his homeland competing in back-to-back events in the Auckland region driving an AP4 spec Holden Barina. First up is the Rally of Auckland on 14 November that includes special stages that would have been used in the WRC Rally of New Zealand had the event proceeded. The following day is a rally sprint with the name 'The Battle of Jack's Ridge', a purpose-built stage that would also have been used in the WRC rally. In the co-driver's seat will be SVG's father Roger who in past years rallied a Ford Escort. 'I have no expectations on how it's going to go, but for sure when the helmet goes on and I'm at the start line I will have a good go at it. At the same time I will stick within my limits, it's a bit different to anything I have ever done'. We've seen many displays of Shane's extraordinary car control on tarmac, he will be nothing short of spectacular on gravel. Bring it on...

Contrasting interests. MCC Patron and top MSNZ official Brian Davies and his wife Yvonne belong to that fascinating group of people known as 'steampunkers'. The Davies are also avid jazz music enthusiasts and are regularly seen at local concerts, but their enjoyment of jazz is not limited to Palmy. They have attended many other festivals around the country, but it doesn't end there either, in past years the two jazzers have attended major festivals across the Tasman, on both the mainland and Tasmania. It's a style of music that originated in the African-American communities of New Orleans in the late 19th century and has many variations. Its popularity has never waned over time...

Marriage over. It's a sad aspect of life when older men have to revert to a much younger model to get their pleasure, it can also happen with cars. After 25 years of automotive marital bliss Vern Marshall has 'divorced' his faithful Toyota Corolla, tying a new knot with a blonde four-year old Nissan Pulsar ST. Apparently the split was quite amicable...

Keep up with the play. MOTORINGNZ's weekly newsletter is a really good read thanks to contributors Richard Bosselman, Colin Smith and Rob Maetzig. 'Rearview Mirror' reflects on the week that been with car news, reviews, podcasts and columns together with wonderful stories of historic interest in Jim Hinkley's America. Subscription is free, just go to motoringnz.com.



Britain's Salon Prive, set in the grounds of the vast Blenheim Palace, always has some remarkable cars on display and this year, marking Alfa Romeos 110th anniversary, was no different. Star of the show was the Scuderia Ferrari Alfa Romeo 8C Monza Zagato raced by Tazio Nuvolari in the early 30's when Ferrari ran the Alfa works team. A quartet of Alfa Romeo 6C 2500s made an impact too: the 1942 Touring-bodied 6C 2500 SS Coupé sold new to racer Count Felice Trossi; a '42 6C 2500 S Cabriolet thought to be one of only three bodied in this style; a 1943 example wearing coachwork by Carrozzeria Garavini; and a 6C 2500 SS wearing a Pinin Farina two-seater cabriolet body once owned by Count Zehender, a works driver for Alfa Romeo, Mercedes and Maserati. Plenty of room for social distancing while admiring the cars



In auction news, the sale this month of 60 cars from the Peugeot collection as they consolidate offers plenty of scope for canny collectors. Interesting lots include a 1999 206 WRC show car, the 2011 DS3 WRC car, chassis 17 in which Sebastian Loeb won the 2012 title, a 1984 Visa Proto Dangel V6 rally car with mid mount 175bhp engine and 4WD (which was never pursued because the BX was considered more commercially acceptable to develop), the 2007 Peugeot Flux show car and the 2016 Peugeot 2008 DKR16 Dakar rally winning car. Quite a selection for the Froggie car enthusiast.

I'm sure all Club members will join in sending their thoughts and best wishes to Thomas Boniface for a speedy recovery from injuries sustained in a recent accident. At the time of writing Thomas was still in an induced coma while his body is healing. It's an extremely trying time for the family who have been resolute in their support and an anxious time for his motorsport family. We look forward to seeing you back at the circuit mate.



Quote of the Month - **'Don't cry because it's over, smile because it happened'**. Sergio Perez to his mechanics on his departure from Racing Point F1.

FAE WINTER SERIES ROUND 4



Thanks to COVID 19's Level 2 restrictions the round was another two dayer, replicating the 2020 series opener. Day 1 was run in perfect weather conditions following a cool 5 degree start, blue sky, sunshine and high of 14 that was enjoyed by the SF Cup, Classic Cup, Formula First and Formula Ford drivers. The total number of entries for the weekend was a series high 129 with four drivers competing in two categories over the two days.

DAY 1

The four 30 minute 'Test & Tune' sessions saw the red flag come out three times! Toby McCormack parked his Formula First in the esses gravel trap after an earlier off-track excursion, in the Formula Ford session John Pickford parked up in the return road and had to be retrieved in the interests of safety, finally Classic Cup driver Dave Burroughs stopped after exiting Higgins.

Red flag fever continued in Qualifying. With two minutes to run in the Formula First session three cars were involved in an incident in Turn 7, the cars of Zach Blincoe, Toby McCormack and Jensen Foster returning to the pits on recovery vehicles after a long delay. The final reds were waved when the Classic Cup cars were on the track with Ian Williamson's Mustang the culprit this time - five reds in eight sessions wasn't the best of starts for the weekend!

The Total Truck Spray Formula First Cup had a 12 car entry, its biggest of the series. Qualifying saw Whangarei's Leo Scott coming out on top with a 1.23.77 lap that was half a second quicker than Chris Symon and a full second quicker than Chris Greenwood in P3, 3/10ths back was Hayden Bakkerus, SpeedSport Scholarship winner Dylan Grant and Liam Nicholson, the six cars covered by 1.8 seconds. The session was also red flagged, Zach Blincoe was deemed responsible for the stoppage and penalised three grid places in the first race.



Race 1 saw Scott lead Symon and Bakkerus into Turn 1, the trio leading at the end of the lap from Nicholson who had gained two positions, Grant and Cory Silk. Symon took over the front running next time round but Scott led at the end of lap 3 by 2/100ths, Bakkerus and Nicholson were next but 2.4 seconds behind the leading pair with Grant and Blincoe next. For the next three laps few positions changed though Grant got ahead of Bakkerus, going into the final lap. Scott led by 0.25 and it was game on, Symon timed his move to perfection and snatched victory by 0.18 over Scott, nearly 5 seconds back was Nicholson in third place with another 4 seconds to Greenwood who was chased to the flag by an impressive Blincoe who picked up seven places from the back of the grid, and Bakkerus.

Scott, Greenwood and Symon were three wide going into Turn 1 in Race 2 with Scott leading out and quickly opening up a gap of 1.4 seconds when they crossed the line, Symon and Greenwood led the pack that included Grant, Bakkerus and Blincoe. On lap 2 Symon began his chase on the leader and the pair had a 2.4 second advantage over the field, another 3 kilometres and Symon had a lead he wouldn't lose, the 2/10ths over Scott extending to 1.699 seconds at the flag. Behind the leaders there was plenty of action involving Blincoe, Bakkerus, Braedan Snowden, Greenwood and Nicholson, the pack 10 seconds back going into the final lap. For Bakkerus the race ended on the infield exiting Turn 7 as Symon crossed the line 1.66 seconds in front of Scott with Blincoe 11 seconds back in third, another five seconds to Greenwood who edged out Nicholson by 2/10ths.

Round 4 was Symons first appearance in the series, could he complete a clean-sweep in Race 3? At the end of lap 1 Scott led Nicholson, Snowden, Greenwood, Symon, Bakkerus and Blincoe, in Turn 1 Symon overtook Greenwood, then Snowden and Nicholson to be 9/10ths behind Scott as they crossed the line to end lap 2. On the next lap Greenwood was up to third and on a charge, taking the lead exiting Turn 1 but Symon drafted the veteran on the back straight to execute an outside pass on Turn 7 and lead by 0.097 with 3/10ths to Scott and Nicholson heading Blincoe. On the penultimate lap Symon drew away on the back straight but behind him there was a great race for the other podium spots. Symon completed his hat trick of wins by 0.38 from Greenwood with a similar margin to Scott, Nicholson claimed 4th ahead of Blincoe and Snowden, while Bakkerus ended a disappointing day in 7th. Chris Symon confirmed his authority with the Formula First fastest lap of the day, 1.23.558.

Six cars made up the field in the National Road Carriers Formula Ford Cup that would see the continuation of the Callum Crawley v Thomas Boniface fight for the silverware. Qualifying ended with Crawley holding a 0.240 advantage and a 1.4 second gap to Clay Osborne, Keith Miller was next and more than six seconds off the pace.

Race 1 began with Boniface grabbing the lead exiting Turn 1 and he held the advantage at the end of lap 1 by 8/100ths, the pair already clear of Osborne, John Pickford, who missed qualifying, and Miller. Lap 2 saw Crawley take the lead on the intermediate straight, next time round Boniface was back in front with an inside move at Higgins, lap 4 began with a Crawley overtake exiting Turn 1, the gap between the leading



pair being tenths of a second with Osborne five seconds back and well ahead of Miller. Crawley held his lead, Boniface was trying so hard that he went wide exiting Turn 7 on one occasion with all four wheels on the wrong side of the judder bars! Into the final lap and the two cars were side-by-side in Turn 7, they were still locked together when the flag fell with Crawley in front by 0.018, Osborne had a lonely race in finishing third, finishing 9 seconds behind with a near 40 second gap to Miller and Pickford.

Race 2 became a no-contest as Boniface had issues with his car and Crawley drove off into the distance, 1.9 at the end of lap 1, 4.7 at the end of lap 2, on lap 3 Osborne overtook Boniface, further back in the field Ryan Wood in his 2.0 litre 'wings and slicks' car led Pickford and Miller. The gap between first and second kept increasing, as lap 6 ended Boniface headed into the pits and Crawley crossed the line with a 11.9 second advantage over Osborne, half a minute back was Pickford with a further 13 seconds to Miller, Wood retired before half distance.

Boniface was back for Race 3 but Crawley won the race to Turn 1, Boniface overtook him on the back straight but the local man led over the line by 0.12, on lap 2 Boniface executed an outside move in the esses and it proved to be game over as the gap between the two gradually opened by tenths of a second, Osborne held a comfortable third place with a big gap to the duelling Miller and Pickford. On the final lap Crawley eased off slightly, Boniface taking the checker 1.77 seconds ahead with Osborne nearly 10 seconds behind Crawley, at the back Miller edged Pickford by 0.168 and the pair put their swords away.

Only Keith Miller fronted for Round 1 so scored 3 wins for maximum points, Thomas Boniface ended the series with four wins to Tim Crawley's five, both had rounds with 3 from 3 victories. Time after time the pair produced superb racing under intense pressure while showing a great deal of mutual respect, open wheel racing as it should be.

The Geartech Automotive SF Cup produced a series high field of 17 cars, four more than Round 3, the day started badly for seven drivers who exceeded the 1.25 breakout time during the Qualifying session and incurred a penalty of 50 championship points! Cameron Barr topped the sheet with a best 1.23.381 lap that was half a second quicker than Kolin Yannakis with 0.145 to Trent Smith. Bill Robson, Markku Braid, Hailey Sinkinson and Richie Arber completed the 'offenders' list, the seven cars covered by 1½ seconds. On the right side of the breakout time Samantha Stanley, Jeremy Hoskins, Ian Humphrey and Peter Beauchamp led the way with the entire field covered by less than 5½ seconds.

In the opening Scratch race Barr led the charge into Turn 1 from Yannakis and Robson, in the esses Robson's Mini was swamped and he dropped five places, exiting Turn 7 Yannakis got a better run and crossed the line ahead of Barr, Sinkinson, Smith, Braid and Arber. On lap 2 Robson began picking up the lost positions, next time round he was in 6th place as Yannakis led Barr by 3/10ths with Sinkinson, Smith and Braid leading the chasers, next came SF Cup contenders Samantha Stanley and Arber split by 2/10ths. Lap 4 ended with Barr and Humphrey heading down pit lane and retirement, that gave Yannakis a 5 second lead over Smith as everyone moved up a position, the order remaining unchanged when the flag fell with



Yannakis 3.9 ahead of Smith, followed by Sinkinson, Robson, Braid and Hoskins with a gap to Arber, Greg Ward and Samantha Stanley who were involved in their own battle. During the 6 lapper six drivers erred and incurred time penalties, Arber went from 7th to 1st that put him 8/10ths ahead of Samantha Stanley, there was 4/10ths to Beauchamp followed by Braid, Cam James and Gareith Stanley.

The Reverse Grid had Simon Manthel and Hilary Ashworth on the front row with Spencer Morris and Gareith Stanley behind them, at the back of the grid were Yannakis, Barr and Humphrey. Gareith Stanley led into Turn 1 from Samantha Stanley who had started P7, the husband and wife leading across the line from Morris, Manthel, Arber from P9, Beauchamp and Ashworth. Manthel dropped a number of places on lap 2 while Sinkinson moved up to 6th, the next lap saw the Stanley's swap positions at the front, Morris and Beauchamp were involved in their own scrap behind them with Sinkinson best of the rest. Lap 4 saw Barr come right into the picture in 4th place after starting P16, two laps to go with the Stanleys split by 1.4 seconds and Barr up to 3rd followed by Beauchamp, Morris and Sinkinson. Barr took the lead exiting Higgins and scored a comfortable win over Samantha Stanley, Beauchamp, Smith and a fast finishing Arber, then the breakout penalties were applied with five drivers on the wrong side of 1.25. Samantha Stanley was promoted to first place 8/10ths ahead of Beauchamp with Arber third followed by Sinkinson, Hoskins and Robson.

Only 20 seconds covered the field for the Handicap 6 lapper that saw Gareith Stanley lead every lap after starting with the first group away, the leader pulling out a 5½ second gap on the field at the halfway mark. Robson had come through to second on lap 5 ahead of Ashworth and James, next was Arber who had passed Samantha Stanley, then Sinkinson and Hoskins. With Handicap races the serious movement comes on the last lap, Gareith Stanley was way out on his own, Ashworth went backwards as James, Barr and Sinkinson overtook the # 45 Honda Civic while Arber kept dropping back with major gearbox issues, losing eight places to eventually finish 14th. Officials checked the infringements and confirmed Gareith Stanley an 8.3 second winner from James, Ashworth was elevated to third 0.135 ahead of Samantha Stanley with Beauchamp and Braid completing the top six finishers.

A category that has grown through the series is the GDM Retail Systems Classic Cup with competitor numbers growing from 16 to 21 to 23 and finally to 25 entries. Three Handicap races, three different winners, nine different major place getters and only one driver (Brett Tasker) finishing in the top six in all three races.

Michael Eden's 1.17.478 was the fastest Qualifying lap but it was the last time the 'Little Chev' Firenza was seen on the track, Leyton Hammond was 0.776 slower with a 1½ second break to Brendon Murphy and Warren Dunn who ran a best 1.20.041, his stunning TicTac BMW M3 returning after a full rebuild. Ian Thompson and Geoff Boyden were next on the time sheet that showed 21 of the 25 cars covered by 10



seconds. Regular front runner Dean Curtis was running his Zakspeed Mk1 Ford Escort this time and held P10 when the session ended.

In the first of the Handicap races John Blaikie was first away, 10 seconds back Dave Burroughs was grouped with the Alfa Romeos of Glen Watson and Bill Richie, Ross Francis and Sandra Eden were another 10 seconds back, 55 seconds after Blaikie the back duo of Williamson and Dunn were flagged away. For the first two laps the cars basically ran in starting order, on lap 3 Francis moved into second ahead of Philip McQuoid, Richie, Sandra Eden and Watson. The end of lap 4 saw Francis take the lead immediately after crossing the line and Blaikie's BMW began sliding down the field, overtaken by McQuoid and John Gray, then Chris Wall, on the next lap the midfield began bunching up with Brett Tasker, Jonathan Hogg, Hammond and Mike Reynish really pushing. Over the line to start the final lap and there was a huge moment when Geoff Boyden's BMW lost its brakes approaching Turn 1, experience came to the fore when the driver spun the car in the gravel trap so it slammed sideways into the tyre barrier, not head-on, it was very big moment. While the dust was settling Francis held out McQuoid by 3/10ths in a frantic finish with another 3/10ths to Gray, Williamson climbed his way to 4th ahead of Wall and Tasker with the six cars covered by 7.7 seconds - good handicapping. There was a 25 minute delay in the programme while the badly damaged car was removed and the barrier reinstated.

The grid was down to 20 cars for Race 2, Richie quickly seized the lead from Watson, Burroughs, Blaikie and Dan Hills, leading the midfield starters were Sandra Eden, Wall, Ben Boyden and Curtis. The positions were the same at the end of lap 2 with the field behind the Safety Car, both Hogg and McQuoid were stopped out on the circuit and had to be retrieved. Laps 3 and 4 were completed behind the Safety Car so the race became a two lap sprint with the cars in single file and it was anyone's game. Wall's Mazda RX3 soon weaved its way to the front but behind him the places were continually changing, going into the final lap the order was Wall, Hammond, Reynish, Curtis, Ben Boyden, Ian Thompson and Tasker as the charge for series points continued. Wall held on to take the flag 0.103 ahead of Hammond, Curtis was 4/10ths back in 3rd followed home by Ben Boyden, Thompson and Tasker who were covered by 6/10ths, the first six over the line spread by 1.82 seconds. The biggest loser over the last lap scramble was Reynish who slipped back 4 places to be 7th at the flag. Of the disadvantaged early starters Watson did best by crossing the line 17th and 3/10ths ahead of 19th placed Richie, Sandra Eden being sandwiched between the two Alfa Romeos.

There were three more defections from the Race 3 field, first away Blaikie and Richie were the early leaders but at the end of lap 1 Richie had dropped to 4th after being overtaken by Watson and Burroughs, Reynish led the 10 second group from Bruce Goodwin, Gray and Wall with Curtis leading the mid-fielders. Lap 2 saw Goodwin power past Gray and Thompson moving up a place at the expense of Curtis. There was more passing on lap 3, Gray was on the move and took Reynish, Tasker passed Curtis who was now 20 seconds behind the leader. Next lap and the changes were coming thick and fast, Gray was still out front but behind him the order was Gray, Watson, Reynish, Burroughs, Goodwin, Richie and Wall, Curtis was 11th and 15½ seconds from the lead with two laps to run. Lap 5 saw Gray take over the front running and he pulled away to lead Blaikie by more than two seconds with 1.7 seconds to Reynish, next were Goodwin, Tasker, Watson and Thompson, Hammond was on a big charge in 8th place and two places ahead of Curtis who had pulled back another 3.10 seconds. At the back of the field the BMW duel between Ben Boyden and Warren Dunn ended when the latter headed into the pits to retire the M3. Surprisingly the last lap saw few overtakes, Gray crossed the finish line an easy 5.7 second winner from Reynish, Blaikie held on for third followed by Goodwin, Tasker and Thompson, Hammond's charge stalled at P7 with Curtis nearly 2 seconds behind in 8th



and 12.06 behind the first placegetter. The final 3 kilometres were an anti-climax...

DAY 2

Sunday had an 11 degree start but the skies were shades of grey with intermittent light drizzle meaning multiple changes in track conditions throughout the day for the RS Cup, IB Cup/Taxi Cup, MX5 Cup and Classic Cup entrants. There was also a bigger dose of red flag fever, six in total.

The Danny's Auto Services / BT Advisory RS Cup attracted its biggest entry of the series with 11 cars facing the starter, three more than the previous round. Indications were that the racing would be very close when Qualifying ended, Greg Browne was 3/100ths quicker than Paul Rodgers with 4/10ths to Ernie Greenwell and a further 6/10ths to Wessam Bessada, next on the time sheet were Gareith Stanley and Warren Cleland, the six cars covered by 2 seconds.

In the Scratch race, lap 1 ended with Stanley leading Cleland by more than a second after both started from Row 3 on the grid, Browne and Greenwell were followed by Rodgers and Tammie Boyden. A lap later Browne elevated himself to the lead from Greenwell, Rodgers and Boyden with Stanley and Cleland now running 7th and 8th ahead of Bessada. Browne broke out on lap 3 and increased his lead to 2.3 seconds, on the next lap the four leading cars all dipped below the 1.30 lap time, further back Bessada overtook Cleland. Lap 5 saw Rodgers emerge in 2nd place ahead of Greenwell but that was the only change and it stayed the order to the drop of flag. Four drivers incurred time penalties, despite 10 seconds being added to his race time Browne retained first place by 0.056 over Tammie Boyden with 1½ seconds to Stanley in third place ahead of Greenwell, Cleland, Bessada and Rodgers.

Starting P7 Tammie Boyden had a stunning opening lap in the Reverse Grid to lead over the line 1.8 seconds ahead of Cleland, Stanley, Greenwell, Rodgers and Browne. Lap 2 was busy with Stanley moving into 2nd place before losing it to Browne at Higgins, behind the Honda wagon were Greenwell, Rodgers, Cleland who had dropped four places and Shona Pirie. The order changed again on lap 3 with Stanley dropping to 5th, there was no change on the penultimate and final laps so Boyden took the win from Browne and Greenwell. Four drivers had gone sub-1.30 so the official result showed Boyden, Stanley, Cleland, Bessada, Rodgers and Pirie making up the top six finishers, Browne broke-out more than anyone else which relegated him to 11th in a field of eleven.

There was a 35 second spread for the Handicap race, Brian Kouvelis and David Penfold were first to be



flagged away, four cars were in the last group with Boyden and Rodgers ahead of Greenwell and Browne. At the end of lap 1 Penfold had a 4 second lead over Kouvelis with Rodney Penn 8 seconds back in third. Stanley, Cleland and Pirie were making progress to be next after starting in the 20 second group with a gap to Browne and Rodgers. Kouvelis was 11th when lap 2 ended, up front Penfold was building up a useful lead over Stanley, Penn and Pirie. At half distance the gap between one and two had grown to 15½ seconds, Cleland was 3rd ahead of Browne, Penn and Pirie, another lap saw Browne overtake Stanley for second place and Penn move ahead of Pirie. With a lap to run Browne was 1.04 behind Penfold while Stanley was holding out Cleland, Rodgers and Pirie, the lead quickly changed and Browne raced on for an 8 second win, Penfold took a comfortable 2nd place 8.7 seconds ahead Stanley with Rodgers and Shona Pirie who drove exceptionally well to beat Greenwell home by 0.257. Damp track, no penalties.

The Coresteel Buildings IB Cup and GT Radials Taxi Cup combined grid was 21 cars, three being 'taxis'. Justin Allen topped the Qualifying times with a 1.24.350 lap, 9/10ths ahead of NAPA team mate Alex Corpe with Nick Stewart 3/10ths behind Corpe, new face Mark Carkeek, Brad McDonald and Sean Browne completed the first 3 rows for the first race. Barry Maunder had the fastest Taxi Cup time, 1.30.481.

The first lap of the Scratch race saw Stewart lead across the line after starting P3, 8/10ths behind was Sean Browne from P6 then Corpe, McDonald, Allen and Carkeek. Stewart increased his lead on lap 2 to a full second, McDonald jumped Corpe to be second and Brian Hamilton was on Carkeek's tail in 7th. By mid-distance Browne had dropped to 4th and Carkeek was out of the top six. The impressive McDonald claimed the lead from Stewart of lap 4, Corpe was still running 3rd from Hamilton who had moved up three places, David Coe, Peter Beauchamp and Browne while Allen had dropped off the leading group's radar and Ivan Knauf retired. On the final two laps there was little change, McDonald winning by 0.353 from Stewart with another 3/10ths to Corpe, there was gap to Hamilton, Beauchamp and Browne. Maunder was the first Taxi Cup car to finish in 11th place overall, three track positions ahead of Kerry Tong.



The Reverse Grid saw John Rongen go from 7th on the grid to the lead from pole sitter Knauf, Anderson, Stephen Hamilton, Tong and Gerald Watson. Rogen's lead increased to 4.4 seconds on lap 2 and Sean Browne went from 8th to 4th with Stewart following him, pushing Tong back to 6th. Lap 3 brought retirement for Beauchamp while Stewart and Browne moved up places at the expense of Anderson, another lap and Rongen led by 8.8 seconds, Allen was up to 7th with the 'taxis' of Anderson and Tong locked in their own battle. Coe, Watson and Brian Hamilton were the big movers a little further back. Lap 6 saw no change at the front but there was some juggling behind the leading trio with breakout penalties

deciding the final result. Rongen's breakouts cost the Nissan Zed car driver a whopping 110 seconds which put him down in 18th place, Knauf went from 2nd to 12th and Coe from 6th to 14th, leaving Stewart a two second winner over Browne with Allen 3rd, followed by Watson, Brian Hamilton and Tong who claimed the maximum Taxi Cup points.

The Handicap race saw the field spread over 45 seconds, Nathan Spencer and Simon Manthel being first away, at the rear was Rongen who conceded 5 seconds to Knauf and 10 seconds to the trio of Coe, Browne and Stewart. There were seven cars in the + 25 second group, three were involved in a major incident after exiting Turn 1 on the opening lap when one spun, the resultant collisions left the cars of Troy Howard, Peter Beauchamp and Alex Corpe badly damaged. Immediately the race was red flagged and it took 20 minutes for the recovery team to complete the clean-up, Howard undergoing a medical check and being cleared, albeit a little sore.

Following the red the cars formed up on the grid again, except for Manthel, Stephen Hamilton and Spencer who mistakenly drove into the pits, the errant trio being required to start from pit lane. At the full restart Anderson quickly overcame his + 15 second start to take the lead on lap 2 from Greg Browne who started a further 5 seconds back, next were Tong, Maunder, Carkeek and Allen. Lap 3 saw McDonald pass Allen, on the next lap McDonald overtook Carkeek, lap 5 he was in second place and 8/10ths behind Greg Browne, the duo followed by Anderson, Tong, Maunder, Allen, Carkeek, Sean Browne and Stewart. Lap 6 ended with a 4/10ths gap between first and second but there was no checker flag, so there was 3.03 more kilometres to go! It was all on between Browne and McDonald for the chocolate fish, they swapped places but on exiting Turn 7 Browne had slightly more momentum and won the race to the flag by 0.126 with Stewart 4.4 seconds back in third, Maunder was close behind with Sean Browne just 0.132 away from the cabbie and 1.2 ahead of Allen, the first six cars covered by 7.6 seconds. This time Rongen picked up only 20 seconds in time penalties, but still finished 21.7 seconds behind Coe and 42 seconds behind the winner to be 12th in the official results. In the Taxi Cup Maunder took the big points from Tong and early leader Anderson who was 9th overall at the checker.



The Max Tarr Electrical MX5 Cup was another class that grew as the series progressed, from eight cars in Round 1 to fourteen in Round 4. Qualifying gave an indication of what was to come with the fastest five cars covered by less than a second and thirteen within five seconds. The name of Markku Braid was at the top of the sheet followed by Jack Cleland (+ 0.208), Denis Churcher (+ 0.263), Jeremy Hoskins (+ 0.352), Tim

Wilde (+ 0.629) and Richard O'Brien (+ 0.992), there was great anticipation when the cars lined up on the grid.

The Scratch race opening lap ended with Braid 1.5 seconds ahead of Hoskins, Churcher, Wild, Cleland and Conrad Healey, next time round the gap was down to a second and Healey had overtaken Cleland. Lap 3 saw Braid's lead reduced to 4/10ths and Hoskins slipped into the lead on lap 4, behind Braid the order remained Churcher, Wilde, Healey and Cleland with O'Brien and Scott Topham leading the second group. The big change on the penultimate lap was Churcher overtaking Braid, then taking the lead at Turn 1 for a three car sprint to the line, Churcher edging ahead win by 0.111 from Hoskins with 3/10ths to Braid, the trio five seconds ahead of Wilde, Healey and Cleland who finished within half a second of each other. All so close, typical MX5 racing.

It would be anyone's guess who would win the Reverse Grid that saw Tony O'Brien leading the opening lap from Mark Smith, Mike Dunn, Richard Bosselman, Cleland and Braid who were the early movers. On lap 2 Braid made two passes to be third, behind him were Cleland, Dunn, Hoskins, Churcher and Wilde. The leading pair were swamped on lap 3 that ended with Braid ahead of Cleland, Church was up to 3rd closely shadowed by Hoskins and Wilde, next were Healey and Smith. Churcher and Hoskins ended lap 4 in 2nd and 3rd at the expense of Cleland, with two laps to run the pressure told on Cleland when he briefly left the circuit in the esses, Braid led by 0.54 with Hoskins 1.7 behind Churcher, there was an unusually big gap to Wilde who was comfortably ahead of the pack. There was no change on the final lap, Braid getting home by 0.395, Hoskins was 1.8 behind Churcher at the line with nearly 8 seconds to Wilde in 4th, then another 3 seconds to Healey and Trevor Weir.

Handicap races can be unpredictable. Tony Johnston was first away with a 10 second break on a group of five cars, another five seconds to the group that included Cleland and Wilde, another 10 seconds to Braid, Churcher and Hoskins who completed the final group. Johnston led the opening laps, leading the chasers were Smith, Dunn, Tony O'Brien, Richard O'Brien and Bosselman. Weir provided the lap 2 excitement with a big spin in the esses, fortunately there was no contact, at the halfway mark Johnston still held a 2.4 second lead with the positions static behind him, down the back of the field the trio of Braid, Hoskins and Churcher were covered by 6/100ths. Lap 4 and Smith was the new leader but the lap belonged to Wilde who went on an overtaking spree to be in second place, relegating Johnston to 3rd and holding off the pack. Another lap saw Wilde in front and extending his lead 1.3 seconds, Healey was now 2nd followed by Smith, Tony O'Brien and Cleland, into lap 6 with the 'big three' not making the expected progress towards the front. Wilde took the checker 1.7 seconds ahead of Healey with another 1.8 to Smith in P3, Cleland was half a second back and 0.96 ahead of Tony O'Brien, two of the last group were next in a mid-field grandstand finish. Braid was 2/100ths behind O'Brien with 0.250 to Hoskins, another 9/100ths to Dunn, 2/10ths to Topham, 3/10ths to Churcher, the same to Richard O'Brien and the same again to Bosselman, eight cars covered by 1.571 seconds after 18 kilometres of racing, twelve by 6.524 seconds. Outstanding handicapping, it doesn't get



much better than that.

The Ernie's Engineering GT Cup also finished the series on a high with 20 competitors, seven more than the opening round and two more than the previous two rounds. There was a new element of excitement too with the entries of Adam Newell and Glenn Smith, Newell in his GT1 Ford V8 engined Crawford Daytona Prototype and Smith with a GT3-spec McLaren 650 powered by a 640 horsepower 3.8 litre twin-turbocharged V8.

The Hawera pair would provide some serious opposition for local hero Ross Thurston in the # 62 Mitsubishi Evo. Qualifying ended with Newell 0.133 quicker than Smith with a 1.7 second gap to Thurston, Brock Cooley posted the 4th fastest lap 6.3 seconds behind Thurston with another 3.3 seconds to Daniel Gordon who recorded the best GT-B time. The entire GT Cup field was covered by a 20 second time span. Greg Cuttance set the best Manfeild Muscle Car lap time, 3½ seconds ahead of Russell Dunn and Ken Lupton.

The start of the Scratch race was eagerly awaited with Thurston on Row 2 and enjoying the benefit of 4WD, the red lights were switched off and the Evo aimed straight for the gap between the Crawford and McLaren, he was 2nd into Turn 1 and 1st out of it! Thurston immediately drew away and at the end of the opening lap led by 3 seconds from Daniel Gordon and Smith, Newell's race (and day) ended when he pulled off the track exiting the esses on lap 2 that saw Smith slip past Gordon, next were Anton Cheetham who started P7, Michael Jury and Jamie Potts. There was no change on lap 3 but the gap between the first two cars was down to 2/10ths, Lap 4 was when Smith pressed the 'GO' button and the lead changed, Gordon was still 3rd ahead of Cheetham, Potts had passed Jury in the battle for 5th and 6th and Sean Browne pitted. Smith extended his lead to 2.3 seconds by the end of lap 5 and David Thomsen was now behind Potts after Jury retired. There was no change on the final lap, Smith's winning margin was 3.8 seconds over Thurston with 5½ seconds back to Gordon, Cheetham was 14 seconds away in 4th with a smaller gap to Potts and Thomsen. Lupton finished 9th overall and first of the Manfeild Muscle Cars, 2 seconds in front of Cuttance and Dunn who placed 11th and 12th.



With the 15 second lap time differential the Reverse Grid was a game of 'thread the needle' on the opening lap, Thurston was first over the line 0.25 ahead of Sam Bleakley in his very quick Nissan Skyline, Jury, Chris Parker who started P12, Thomsen and a cautious Smith. Gordon's chances ended with a spin at Turn 1 on lap 2 and Smith had made his way up to 3rd place, the next lap saw the demise of Thurston in the most spectacular way when something in the engine room let go in Turn 7. Flames erupted under the bonnet and car and the Evo was stopped halfway between the finish line and Turn 1 leaving a very long trail of oil, again racing was halted while the car was removed and cement spread over the oil. On resumption Smith was away and pulled out an immediate 4.2 second lead over Bleakley, Parker, Jury, Cheetham, Andrew Wasley and Samuelu, lap 4 saw the first five places unchanged with Gordon back up to 6th following his earlier error. By the end of the next lap Smith's Elf Oil McLaren had a 15.8 advantage, at the checker the lead was out to 23.42 seconds over Bleakley with 7.06 to Parker, 3.2 to Jury and 1.06 to Cheetham who was followed home by Gordon, Potts and Wasley. There was bad news for Gordon because he had exceeded the 1.15 GT-B breakout time on laps 3, 4, 5 and 6 to incur a 40 second penalty which dropped him to 15th place. Lupton again claimed the Manfeild Muscle Car class win by 6½ seconds over Dunn with a similar break to Cuttance.

For the Handicap Smith had to give 70 seconds to the first cars away so started from pit lane, 20 seconds ahead of the McLaren was Gordon with another 5 seconds to Bleakley, the first cars to go were Michael Kitching and Graeme Wall who had a 10 second advantage over Samuelu and another 5 seconds to Eddie Dreaneen, Dunn, Wasley and Thomsen.

Wall led Wasley at the end of lap 1 but eyes were on the likes of Thomsen and Dreaneen who were already up to P3 and P4 and followed by Potts who had started + 20 seconds. Lap 2 ended with Cheetham in 5th followed by Dreaneen and Parker, Smith was 52.12 behind the leader. Wall held a useful 6.2 second lead at the end of lap 3, further back Bleakley was ahead of Parker and Lupton while Smith had pulled back another 13 seconds. Next time round Thomsen was up to 2nd with Wall's lead reduced to 3.4, Wasley was pushed back to 5th but ahead of Cheetham, Dreaneen and Bleakley, Smith's charge continued and he was now 11th and 25.8 seconds from Wall. On lap 5 the gap between the first two cars was down to 1.3, Cheetham had overtaken Wasley and Bleakley had also gained a place, Smith was 14.5 behind the leader in 9th place while Gordon became a DNF, the scene was set for a frantic final lap. Thomsen hit the front with Potts pushing hard, the pair crossed the line 1-2 split by 0.195, Cheetham was 1.03 back in 3rd after passing Wall who held on for 4th but only 4/10ths ahead of Wasley, Smith pulled out a brilliant 1.06.790 lap, crossing the line 6th and 0.271 behind Wasley, just 3.3 seconds behind the winner. Bleakley was next home but had incurred 30 seconds in penalty time which dropped him to 11th in the official results. The handicappers could take another bow.

Two days of excellent racing to end the 2020 Feilding Auto Electrical Winter Series. For the club it had to be most encouraging to see so many new drivers participate and enter into the spirit of the series. Perhaps what impressed most of all was the manner in which competitors, officials and volunteers accepted the forced changes caused by the COVID-19 restrictions.

RH



RUSSELL'S NOTES

With the COVID-19 restrictions and the associated restriction on numbers entry to the circuit has to be closely monitored with people having to sign in. On Day 1 Jill Hogg and Kaye Flannagan were the initial welcoming party, Kaye enjoyed Day 1 so much she was back on duty for Day 2 with Jamie Glen assisting. Abiding by the COVID-19 rules is essential and must be done 100% right to maintain the club's credibility if an inspection was called. The sign-in at the gate also acts as a meet and greet, it's a nice touch. So, thank you to the gate guardians for volunteering and your dedication to duty...

It was an unprecedented red flag weekend. Unbelievably they were waved eleven times over the two days, five occasions on Saturday and six on Sunday! That has to be some sort of record...

The car damage list was extensive and for some expensive. Three Total Truck Spray Formula Firsts had to be returned to pits on recovery vehicles following a tangle in Turn 7. There were varying degrees of damage. Going into the final lap of the first GDM Retails Systems Classic Cup race Geoff Boyden had thoughts of a chocolate fish, passing people in the braking zone at warp speed but there was a reason for that, no brakes! A hose end had blown off which reduced the car's braking ability to zero and the tyre barrier looming up very quickly, the quick thinking driver half spun the car in the kitty litter so the left-hand-side of the immaculate Castrol BMW 325i took the full force of the impact. On Monday morning Geoff was busy sourcing replacement parts! In the Coresteel Buildings IB Cup Handicap there was a major coming-together on the exit of Turn 1 that took out three cars after less than half a minutes racing. One spun and went the wrong way as two drivers were taking appropriate avoiding action. The cars of Peter Beauchamp and Alex Corpe sustained considerable damage, Troy Howard's Mazda MX5 suffered massive rear-end damage, possibly a new bodyshell? There were a few narrow escapes too...



Jonathon Hogg's BMW CSL was going like never before, the quickest lap times after some small tweaks and a confident dialled-in driver, but his day came to an unscheduled end when the throttle jammed open on the back straight at maximum speed. Being cool, calm and collected the driver switched off the ignition, braked and parked on the inside of the track near flag point 7. Back in the pits it was discovered that one of the six individual air filter 'plugs' had become dislodged and jammed the throttle butterflies wide open! Races 2 and 3 were DNS's and new 'plugs' ordered...



Ben Boyden's E30 320i Bimmer was repowered with a 2.5 litre six-cylinder engine to enhance its performance when the 2-litre four was deemed inadequate. From day one Mrs Ben's blue 325 Bimmer lacked grunt with the standard 1.9 litre four lunker in the engine room so it's also received a 2.5 litre six cylinder transplant. Tammie B looks a much happier lady...

With the # 5 MkII Escort still in the repair shop following the Round 3 collision with Michael Eden's Chev Firenza, Dean Curtis used his 'back-up' car, the stunning black/red/green Castrol liveried Zakspeed Mk1 Escort. The car is still in the 'sorting out' phase and running on ageing tyres so the Zaker's full potential has yet to be seen. It certainly looks a winner, and will be a winner...



Richie Arber had to 'borrow' a car as his Toyota Corolla GT is still off the road following the big punt the rear took in Round 3. Who else but Greg Browne found the solution and handed over the keys of the Nissan 300Z from his extensive racing stable. The car hadn't been run for a year but Richie quickly got to grips with the Nissan, to the extent that he broke out in the qualifying session by 0.068 of a second, costing him 50 championship points and the opportunity of winning the SF Cup! Running a strong race entering the last lap of the final 6 lapper he began drifting back through the pack, going from 5th to 11th but there was a reason. He was running out of forward gears to select because of some gremlins in the linkage but he did manage to limp home, though not exactly smiling. A day of what could have been...



There was a great Bavarian battle between Ben Boyden and Warren Dunn in the final Classic Cup Handicap with the two fighting over 14th and 15th places. Their times were very close lap after lap, Ben's ranging between 1.21.983 and 1.20.821, Warren's between 1.21.272 and 1.20.725. The battle ended when the Dunn M3 pulled into the pits with a lap to run, all the gauges were saying the right things but something didn't feel like it should. It was the car's first outing since a full road-to-roof bumper-to-bumper rebuild, the body was re-skinned because the TicTac pattern wasn't exactly 100% correct, that's perfection...

There were several drivers who competed on both days to maximise time behind the wheel. Gareth Stanley wheeled out the Honda Integra for Saturday's SF Cup and the regular Honda Accord wagon for Sunday's RS Cup. Peter Beauchamp raced both of his Toyota Corollas and was on the grid for the SF Cup and IB Cup. MX5 Cup drivers Jeremy Hoskins and Markku Braid also competed on both days, joining the SF Cup field on Day 1...

Ross Thurston was on a 'hot lap' chasing Glenn Smith's McLaren in the second GT Cup race. In Turn 7 on lap 3 there was a big 'melt down' in the engine room followed by an oil trail and fire breaking out, fortunately quickly extinguished when the car stopped well down the front straight. The initial prognosis was that a conrod had broken? Mr Thurston later explained that he had earlier set his fastest ever lap at Manfeild and the engine felt very strong. There is an old saying, 'an engine feels strongest when it's about to let go'. It might still apply today...



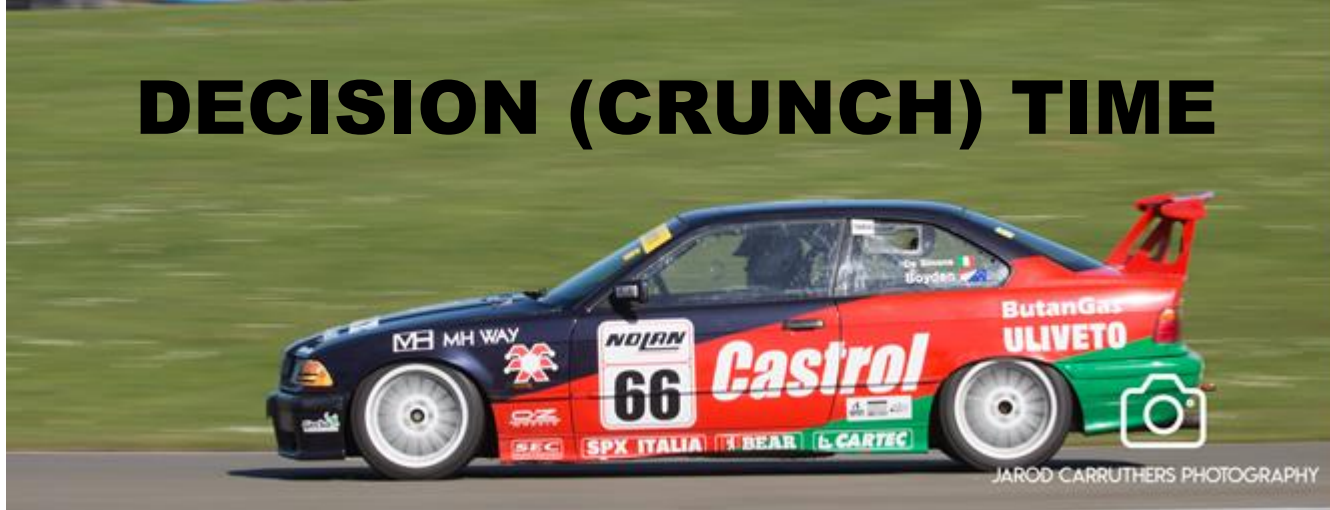
How good was it to see the Crawford Daytona Prototype and GT3 McLaren 650 back at Manfeild Circuit Chris Amon, unfortunately the Crawford retired very early in the day after Adam Newell topped the GT Cup qualifying time sheet. Glenn Smith and the 'Super Mac' were simply too good for the other runners, winning the first two races and being beaten by the handicappers in race 3, one more lap and it would have been a clean sweep. Smith's fastest lap was 1.05.914 which equates to 165.485 km/h or 102.829 mph in the old language. That's very quick, the stuff of dreams for most...

The Sunday weather forecast wasn't all that great so MX5 Cupper Conrad Healey arrived at the track with the hardtop fitted to his car. After the qualifying session it was requested that the item be removed so that his car complied with the category rules. The MX5 is a sports car, not a tin top...

No one is enjoying their racing more than MCC Magazine Editor Trevor Weir who runs in the MX5 Cup and became a circuit man this year after his previous competition experience was rallying. There are odd occasions when it appears that he hasn't quite got the rally driving style out of his system, or maybe he's just in a playful mood...

RH

DECISION (CRUNCH) TIME



FAE Winter Series, round four, race one – Classics.

I came back to car racing 16 years ago and at this meeting I had my first experience of a reasonably good impact crash. On the final lap at just after the Turn 1 100-metre mark I lifted off as I usually do at a speed of maybe 170/180kmph and stood hard on the brake pedal, only to find it went straight to the floor. Unbeknown to me the right front brake-line had pulled away and was pumping brake fluid out onto the right front wheel, hence the feeling of skating on ice (which I tried once and was not that successful at). Heading straight ahead into the tyre wall seemed to me was going to cause the most damage to me and the car.

Decision. Put the car sideways.

The car went through the kitty litter sideways and hit the tyre wall, (you could say as planned, but more by good luck) with great force, absolutely flat onto the tyre wall. The full side impact broke the engine mounts with the sudden stop along with a lot of other things.

Things I learnt;

1. Nexogen head and neck restraints are great for a head on crash, but not so good if it's a sideways crash. It felt like my head went sideways for a considerable distance.
2. A winged seat would have helped my head from moving so much. As it was the small wing on my standard race seat got bent from the force of my head in the helmet hitting it.
3. My left leg, which is only used for punching the clutch in and out, was wacked on the tunnel extremely hard, and left me with a very sore ankle and lower leg.
4. Moving the horizontal bar that the seat belts are anchored to forward, as recommended by Motorsport New Zealand, I believe saved the "B" pillar from a lot of damage. I had at the same time had Lucas Engineering put an extra horizontal bar under the dash, which also saved, I feel, the "A" pillar.

As a result, I will consider wearing a padded neck brace with the Nexogen. Putting in a winged race seat, is a definite, and putting some padding on the tunnel beside my left leg likewise (not that I plan another incident)

Once I had come to rest after hitting the wall, I was maybe a little dazed and by the time I had gathered my thoughts, rescue was right there. At a time like that it's great that the rescue team were calling me by my Christian name (I have my name on the window of the car) checking I was okay, and you feel you are among your friends. I couldn't be more impressed.

Then the Ambulance arrived, and I was taken back to the medic room for a full check over. Brilliant. You tend to feel that because you can walk and talk, that all is okay, but they were not letting me go until they

had done a thorough check on me. I was then told to return in 30 to 45 minutes for a further progress checkup. Excellent.

The CRO Naomi was very caring in the way she asked me to surrender my competition license (mandatory in this situation) until I had a clearance for motorsport again by a doctor.

So, the car had to be winched onto the trailer and needs a lot of work but can be fixed. I'm okay, but all thanks must go to our MCC crew for their excellent handling of the situation. Extra thanks to Noel Beale, who at the end of a very busy day took the time to come over to check on me again.

Many Thanks
Geoff Boyden
Car 66



Autocross

Twist

with a



Right, so after some fairly constant nagging I find myself behind a computer desperately trying (and failing) to combat my writer's block. Let's see, ah, on the 29th of August, the Manawatu Car Club held an autocross at Manfield complete with a bunch of pesky chicanes and the use of some very un-grippy and alarmingly narrow link roads to form a 4km-ish course that was both exciting and easy to forget.

For me though it was a little bit different, while everyone else was hooning around the course solo, I saw this day as an opportunity to take a passenger for a ride.

It was always the plan to give people rides at the autocross, now, normally that would entail about two minutes of extra planning and maybe five minutes to throw the second seat in. Not this time though, the passenger in mind was my friend Jayden who, about a year ago, had a pretty bad mountain biking accident, leaving him paralyzed from the waist down and unable to walk. So, when I asked if he wanted to go for a ride, I knew that there'd be a little more to it than usual. Luckily though, the Manawatu Car Club was more than happy to welcome him aboard provided we proved he could get out of the car in under seven seconds and installed a passenger window net.

With preparations going well, we were nearing the day. But.... enter COVID. Three days before the autocross, New Zealand re-entered Alert Level 2 and the event was forced to announce a 'no passenger' rule. After a bit of scrambling and a lot of help from Greg Browne we were given the go ahead on the basis that Jayden and I are in the same bubble at school.

Now to the actual driving. We got 3 timed runs in each direction; and in each run the No. 18 Transpec/Fleetwise MX5 was absolutely glued to the track through all the conventional corners and chicanes. It was, or should I say I was, however, caught out by the link roads. Turns out they're not as grippy as one might think and you need to slow down a lot more than you'd expect to avoid a visit to the grass (... or tyres, whoops). Practice, as they say, makes perfect, so I'll definitely need a lot more of it.



Nevertheless, over the course of the day, I improved my time in the reverse direction by 17 seconds. So, with an empty tank of fuel and a few cone scars, we packed the car onto the trailer and went home.

For me though, the driving was secondary. Seeing Jayden, chilling in the passenger seat with a beaming smile across his

face; experiencing a thrill that most of us here would take for granted - made an already pretty good day that much better. So, if you are reading this, carrying an injury or a disability, or you know someone who is - just know that it shouldn't stop anyone enjoying life. The Manawatu Car Club welcomes everyone and don't be surprised if you see Jayden hooning his wheelchair around the pits in the future.



KIWIS ABROAD



The last weekend of August was a busy one for NZed drivers plying their trade overseas, three were in Belgium, one in Japan and one in the USA.

At Spa-Francorchamps our nation's flag was waved in Formula 2, Formula 3 and the Porsche Mobil1 Supercup.

In Formula 2 Marcus Armstrong has seen his championship hopes fade further. In Practice he was 15th fastest and improved to 13th in the Qualifying session but there were no points from the Sprint race after being forced to retire. Armstrong finished 15th in the 25 lap (175 km) Feature race, a result that left him 13th in the points standings. Top of the table is Robert Shwartzman who is also a member of the Ferrari Academy, the 20 year old Russian won the 2018 Toyota Racing Series after finishing all 15 races in the top five positions.

In Formula 3 Liam Lawson had a much better weekend. The qualifying session was disrupted by rain and he ended up P7 for the 17 lap Feature race where Lawson picked up one place before dropping back to 9th at the flag, 24.5 seconds behind the winner. That result gave him a front row start in the top ten Reverse Grid Sprint race, he was slow away with a clutch problem and fell back to 7th but at the end of the 17 laps he had worked his way up the 3rd and 8.7 seconds from the leader. The points gained left Lawson in 4th place in the championship, just half a point behind David Beckmann but well behind leaders Logan Sergeant and Oscar Piastri.

The Porsche Mobil1 Supercup drivers have just one race, Jaxon Evans qualified second quickest to be on the front row for the 11 lap race and held that position until the penultimate lap when he locked a brake and ran wide through the run-off area and lost a place, a tyre was flat spotted and he was unable to fend off a late challenge to cross the line 4th, the first four cars being covered by 1.9 seconds. His team mate Dylan Pereira



finished second to go back to the top of the standings with Evans' BWT Lechner Racing leading the team's championship by 28 points with one round to run. All three championships end in Italy.

In the Land of the Rising Sun Nick Cassidy finished sixth in the opening round of the Super Formula Series at the Twin Ring Montegi Circuit after the defending champion qualified 11th quickest. Fourth place went to Brendon Hartley's WEC co-driver Kazuki Nakajima.

Stateside, Scott Dixon had back-to-back Indycar 200 lap races at the Gateway Motorsport Park in Illinois, a facility that boasts courses for five different motorsport disciplines! In Race 1 on the 2 kilometre oval Dixon beat Indy 500 winner Takuma Sato by 0.1404 to claim victory, Race 2 finished under a caution with Josef Newgarden taking the checker and Dixon in fifth place. Dixon increased his championship lead, he has 416 points with 2nd placed Newgarden on 320.



Next for the NZedders in the grand prix support road show was to Italy in the first weekend of September and the iconic Autodromo Nazionale di Monza, the 92 year old 'Temple of Speed'.

Marcus Armstrong hasn't been able to deliver the expected promise in the FIA Formula 2 championship, Monza saw the Ferrari Academy driver again finish well down the field in both races. After qualifying 15th quickest and only 6/10ths off the pole time, Armstrong finished 14th in the 30 lap Feature race that was won by Mick Schumacher, the first win of the year for Michael's son. Armstrong was a lap down in 18th place in the 21 lap Sprint race that was won by points leader Callum Illott, Schumacher was 3rd home and moved to within six points of Illott in the standings, Armstrong currently sits 14th after sixteen races with two rounds to go.

In Formula 3 it was a frustrating weekend for Liam Lawson after qualifying P4, 0.487 off the fastest lap on a circuit where slipstreaming is vital to achieve quick times. In the Feature race Lawson took the flag in 6th position, series leader Logan Sargeant spun out while second place Oscar Piastri was in overtaking mood, climbing from 15th to 3rd! The 22 lap Sprint race was one of the most dramatic of the year, Sargeant and Piastri both retired, Lawson started P5 and finished 3rd. That looked good until the Steward's handed five drivers 10 second penalties for various indiscretions during the race, Lawson was one of the offenders, guilty of forcing another driver off the track during overtaking at the first corner on lap 9. The 10 seconds dropped

Lawson to 17th place in the results but still 4th in the standings that has Piastri leading Sergeant by 8 points with two races remaining.

Monza was the final round of the Porsche Mobil1 Supercup and the weekend belonged to Larry ten Voorde. The young Dutchman topped the qualifying sheets, had a lights-to-flag victory and claimed the 2020 Supercup title. Jaxon Evans qualified well and in the 15 lap race crossed the line behind his BWT Lechner Racing team mate Dylan Pereira in 5th place, 4.23 second behind the winner. The result meant Pereira finished the series runner-up with Evans fourth on the points table, BWT Lechner Racing claiming the Team classification. The racing was very close in all eight rounds and Jax clearly showed that he deserved his place in the Porsche Junior squad.



The same weekend Tony Quinn was winning in the Land of Oz, taking out the Targa Great Barrier Reef staged in the Cairns area in Northern Queensland. With Barry Foster alongside in a two year old Nissan Skyline GT-R R35 the pair led the three day event from start to finish, the final winning margin being 4 minutes and 3 seconds. The 'Mighty Quinn' is something of a Targa specialist on both sides of the Tasman.

Monza one week, the Autodromo Nazionale du Mugello the next. Located in the Tuscany region of Italy, the Ferrari owned Mugello circuit was included in the calendar for the first time following the reshuffling of rounds



caused by COVID-19. The 5.245 kilometre long circuit has 14 turns, features being the 1.14 kilometre front straight and a variance in altitude of more than 40 metres.

With the Porsche Mobil1 Supercup series ending at Monza there were just two categories with young NZ drivers on the grid in the 9th and final round of their respective championships.

In the FIA Formula 2 Championship Marcus Armstrong had a promising start to the weekend, after posting the 15th quickest time in the free practice session the Ferrari Academy driver improved dramatically to secure P4 on the grid for Race 1 after an outstanding Qualifying performance. Unfortunately, that form didn't translate to his race placings. In the 33 lap Feature race he dropped five places to finish 9th, 10 seconds behind the winner, in the 23 lap Reverse Grid Sprint race the following day he crossed the line 11th after a front-row start, more than half a minute behind the winner. Unfortunately, the weekend's results dropped Armstrong from 14th to 15th in the 2020 F2 championship standings.

The racing was outstanding and incredibly close, the top section of the points table was continually changing until the checker fell at the end of the final race, the title being won by Mick Schumacher who only had one race victory.

There was much better new news in the FIA Formula 3 Championship where Liam Lawson scored his third win the series. The former SpeedSport Scholarship winner posted the 10th fastest time in the Free Practice session time in the Free Practice session but his best Qualifying lap was 0.184 slower and he was P13 for the Feature race, Lawson didn't help his cause by running off the track on his hot lap with new tyres.

In the 21 lap Feature he climbed three places to 10th, 12 seconds behind the winner, but that placing put Lawson on pole position for the next day's top ten Reverse Grid Sprint race. P1 wasn't wasted with a dominant lights to flag victory, the margin stretching out to 7.8 seconds at the checker, the second biggest in the 18 race championship.



After climbing as high as third in the F2 championship points standings Lawson dropped to fifth overall, on the positive side the Hitech Grand Prix team driver scored wins at Spielberg (Austria), Silverstone (England) and Mugello (Italy) to share the most victories with Fredrik Vesti.

Though Lawson was out of contention for the title the finale was a cliff hanger with three drivers in contention. American Logan Sargeant and Australian Oscar Piastri were equal on points going into the final race, Sargeant was forced off the circuit into the gravel trap at Turn 2 on the opening lap, his hopes dashed. French driver Theo Pourchaire climbed from outside the top ten to finish the race in 3rd place and keep his hopes alive while

Piastri was back in the pack, he worked his way through the traffic to cross the line in 7th place that was enough to win the 2020 FIA Formula 3 Championship by three points.

Stateside, there were no podium finishes for Scott Dixon in the two Indycar races at Mid-Ohio. The first race saw the kiwi qualify a lowly 17th and cross the line P10, his second worst result of this year's series. Team Penske enjoyed a 1-2 result with Will Power and Josef Newgarden, Power scoring his first win of the year. The following day, Dixon was holding 2nd place on lap 28 when he had a rare spin and went off the track exiting Turn 1, rejoining the race in last position he fought his way through to 10th at the flag, half a minute behind the Andretti Autosports cars of Colton Herta and Alexander Rossi that placed 1-2. The series continued on 02-03 of this month at the Indianapolis Speedway Road Course, with the final round at St Petersburg in Florida on 24/25 October.

Meanwhile, Ronan Murphy has returned to American following his short break home in Hawkes Bay. At the end of last month he was back behind the wheel of the # 91 Crosslink/Kiwi Motorsport car for Round 4 of the 2020 F4 US Championship at the Sebring International Raceway, there are three races at each round.



This month the championship concludes with two rounds, the first at the Homestead-Miami Speedway in Florida on 03/04, with the finale at the Circuit of the Americas (COTA) in Texas on 24/25. Nine more races to improve his position on the championship ladder and secure a future drive...

RH





THE HARTLEY FILES

For Brendon and Sarah Hartley the month of September bought back great memories when they returned to the Sarthe circuit in Southern France for the 88th running of the famous 24 Heures du Mans classic.

Sarthe was the scene of Brendon's finest and most emotional moment when he stood with Timo Bernhard and Earl Bamber on the top step of the podium in front of thousands of fans on the track below. That was in 2017 when Brendon was racing the Porsche 919 Hybrid that took him to twelve race wins and two World Endurance Championship titles before the crack German team left the premier LMP1 category.

This year he returned to the WEC with Toyota Gazoo Racing to drive their # 8 TS050 Hybrid alongside Sébastien Buemi and Kazuki Nakajima, replacing two-time world F1 champion Fernando Alonso. The TS050 is a completely different car to the Porsche to drive, and there was also a great deal of pressure because the car had won the race the previous two years. Earlier in the series the # 8 car had won at Fuji, but like the Indianapolis 500 and Bathurst 1000 Le Mans is the race that ranks above all others. There were double points and they were only 12 points behind the # 7 sister car in the standings. It would be a special race and Brendon arrived at the circuit with two new helmets, one 'day' and one 'night', featuring a special design.

2020 was also a very different Le Mans. 250,000 spectators were missing, so were the fairgrounds and the smell of barbecuing.

The first day saw Toyota at the top of the sheets in two of the three Free Practice sessions and the all-important Qualifying session. That was a good start to the weekend, in FP1 Nakajima was fastest by 0.334, in FP2 Buemi was fastest by 0.892, Qualifying saw the # 7 car ahead of the # 1 Rebellion by 0.555 with # 8 +1.382.



FP3 confirmed the pace of the Swiss Rebellions with their two cars finishing the session in 1st and 3rd positions, the # 8 Toyota was 4th quickest at +1.515 behind the fastest time. Toyota were reminded of Rebellion's speed in FP4 where the LMP1 cars finished in the same order on the time sheet, this time the # 8 car was 1.393 slower than the # 1 Rebellion and 0.895 behind the sister TS050.

A new innovation was the 'Hyperpole' that had the six fastest cars from qualifying in each of the four categories (LMP1, LMP2, LMGT Pro, LMGT Am) on the circuit for a 30 minute session to determine the final grid positions. All of the LMP1 cars had one lap time deleted for exceeding the track limits, Kobayashi who put the # 7 car on pole position for the third successive year and more than half a second ahead of the # 1 Rebellion with another 0.827 to the Buemi/Nakajima/Hartley entry. The ByKolles Racing # 4 didn't look a serious threat, posting the slowest LMP1 time that was 4.7 seconds off the pole time and only 1.48 faster than the leading LMP2 car.

Le Mans was the first time this year the two Toyotas would race without success penalties since the opening round at Silverstone, both tipping the scales at 895 kgs, another factor in this year's enduro was that with the date change from the traditional June to September there would be around four hours of additional darkness.

In some respects the race became an anti-climax after the halfway mark, but early on GRT had some very worrying moments. Buemi did the opening stint in the # 8 car and was forced into the pits at the end of the first hour with a suspected puncture, then towards the end of the sixth hour the car was in the garage to replace the right front brake unit, that stop gave the leading # 7 car a full lap advantage.

Endurance races have many twists and turns, during the night and after 12 hours of racing Kobayashi was forced into the pits following an issue with the # 7 car's right side turbo, half an hour was lost fitting a new turbo and exhaust unit and the car returned to the track seven five laps down on the leading # 8. Later in the race the car suffered underfloor damage when it ran over on-track debris.

Both Rebellions struck problems. There were issues with the nose of the # 1 car in the early morning and they had a slow pit stop in the 23rd hour, the # 3 car lost time in a gravel trap and later spent time in the garage with clutch problems.

With a comfortable 5 lap lead over the # 1 Rebellion the Buemi/Nakajima/Hartley trio were able to run to the finish without major issues or being challenged, in the closing stages interest switched to the battle for the final step on the podium. When the # 3 Rebellion had its clutch problems the second Toyota un-lapped itself, then caught and passed the Rebellion, finishing nearly 40 seconds ahead to give Gazoo Racing Toyota a 1-3 finish in the final race at the French circuit for LMP1 cars.

The winning car took the chequered flag 24.01.45.305 after the start and covered 387 laps, appropriately Kazuki Nakajima did the final stint - *'It's special to be in the car for victory at Le Mans three times in a row'*.



For Brendon Hartley this race was further proof that he's one of the world's elite endurance racers - *'It felt amazing to stand on the podium with my mates, but not having fans at the track all week left me with a strange feeling. The fans at Le Mans are such a big part of what makes the race so special, we missed you. Thanks to the ACO and @fiawec officials for putting on such a good event under the circumstances, and congrats to all other competitors in the race. Cheers to those who followed the race from home. Hope to see you all next year. I'm off to sleep'*.

Toyota had failed to win at Le Mans in the 1990s and returned in 2012 to compete against the might of Audi and Porsche. Four years ago there was the incredible finish when the Japanese manufacturer was leading and their # 7 car, with Kobayashi at the wheel, stopped with mechanical problems one lap from the flag to hand victory to Porsche. With the combination of Berhard/Bamber/Hartley the German team won again the following year before announcing they were withdrawing from LMP1.

In the ensuing years southern France has become Toyota territory with three straight wins, remarkably with the same car and two of the same drivers. The latest victory means that the coveted Le Mans Trophy will go to Japan permanently, acknowledging the feat of three successive wins, while Kamui Kobayashi's 2017 lap record of 3.14.791 in the # 7 car still stands, so the 2020 Le Mans 24 Hour was the perfect way for Toyota to bade farewell to the TS050 and LMP1 in France.

The victory proved to the world that Brendon was the right man for the job after Alonso departed. *'I am proud of my team-mates and the whole team around us. It has been a learning curve for me coming into the team. Séb and Kazuki have helped me getting up to speed in a very fast and complex race car. Today we had some little issues at the beginning but then we had a perfect race, thanks to the amazing group of engineers and mechanics behind the scenes. Everything was executed really well, so a big thank you to TOYOTA GAZOO Racing'*.



The final Round of the 2019/20 WEC is at Bahrain on 14 November with the Le Mans win moving the # 8 Toyota to the top of the driver's standings by seven points, giving our man the opportunity to claim his third World Endurance Championship title. Bahrain also marks the end of a remarkable period in sports car design, innovation and technology, next year Brendon continues in the WEC with GAZOO Racing Toyota but in the new Le Mans Hypercar category.

There was another New Zealand connection with the 2020 race. The Grand Marshal was five-time Le Mans winner Emanuele Pirro, the Italian driver who won the Wellington Nissan-Mobil 500 in four successive years driving a factory E30 BMW M3 for the legendary Schnitzer Team run by Charley Lamm.

As an aside, and with Brendon at the circuit it was an appropriate time for Porsche to donate the 2017 race winning 919 Hybrid to the Le Mans Museum, the perfect home. That would have capped off another outstanding week in his career.

Situated at the main entrance, the Musée des 24 Heures du Man traces the history of the race from the inaugural event in 1923 with more than 140 cars backed by extensive use of photographs. Cars on display include a small number of historic (the oldest an 1878 La Manselle) together with cars that have contributed to the history of the epic race, featuring all the famous names of yesteryear and today - perhaps Toyota will donate the #8 TS050 so Brendon has both of his winning cars on show?



With six weeks to the next race, for Brendon and Sarah it's back on their bikes to continue training with friends who compete in the Tour de France, that's upping the game...

RH



Manawatu Car Club
Memberships expiry on the
30th September 2020

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RACE WITH US!



RACE WITH US

TO EXPERIENCE MOTORSPORT FROM THE INSIDE



DRIFT PRACTICE & TUTORING
SATURDAY 10TH OCTOBER

OCTOBER-FAST TEST DAY
FRIDAY 23RD OCTOBER

OCTOBER-FAST DAY 1
SATURDAY 24TH OCTOBER

OCTOBER-FAST DAY 2
SUNDAY 25TH OCTOBER

Entry details for all events available on www.manawatucarclub.org.nz or follow us on Facebook

PARTING SHOT



I found the photo above elsewhere, I'm sure there must be a great story attached, can someone help enlighten me?? Must be in the 1970's judging by the background. And below, the Superbike rounds were HUGE!!!

