

# **Manawatu Car Club Inc**

## **Magazine**

### **November 2020**



# **RACE WITH US!**

edition.  
**editor**, n. [1. éditō 2. éditō  
& -or. 1. One who makes edits, for publication; one who directs the publication of a newspaper

# EDITORSPEAK...

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As I sit waiting for divine inspiration to strike regarding this month's column it has just hit me. It's less than 60 days to Christmas!! Holy crap, just where is the year going to??

As nothing else has struck my consciousness it's a series of comments this month.

Jeff Braid has brilliantly highlighted via Facebook the issue of orange/red light runners in Palmerston North, something I too witness every day with work situated as it is so very close to the Tremaine Ave / Milson Line / Ruahine St intersection. I'm sure Palmy isn't the only place that this is a problem, though from what I've personally seen even in Auckland it is far less blatant (apparently Wellingtonians are the worst in the country).

I am often walking through the above intersection, so have the time to observe at first hand the lack of respect, and usually do an exaggerated finger point to those that seem blind to the orange phase of the lights, hoping to shame them into reconsidering their actions ( and yes I only do it to the blatant transgressors, those that had ample time and room to stop ). There appears to be no one group more at fault than any other, so either we have an abnormally high number of



colour blind people in Palmy or they just don't care. You have to wonder about their attitude to driving if they show this amount of intolerance and impatience. Or am I missing something here??

What I would dearly love to do is to get a group of 4 or 5 like-minded people with big thumbs up placards to spend half an hour at an intersection each day for a few days giving a thumbs up / thumbs down to drivers. Surely this would be effective?? Clearly the police are not in a position to do anything and red-light cameras are too expensive, so why not give the power to the people. So, the big question is, who's in?

While I'm at it, what is with people pulling out to join the flow of traffic and then stopping in the middle of the road rather than merging?? I see this all the time going home to Feilding, with people rejoining the main road from the freezing works side of the railway line just before the town bridge. And in Palmy if there is a hatched median strip. If you are going to go, then ffs go, and get up to speed pronto, so that someone can ease off slightly and let you in. Merge like a zip. Far less dangerous for everyone.

The article from Peter this month on the newly named Central Region Sprint Series (formerly the Engine Room Sprint Series) caused me to sit and reflect. The Manawatu Car Club used to run many hugely successful sprint events, both gravel and seal, independently from the circuit events. At present we run none. Why?? Has it just got too hard dealing with councils and residents?? Is it a lack of manpower?? Or



perhaps disinterest from the committee and members?? Surely there are a number of local roads that could be utilized by the club to both support the growing series and cater for a bit of diversity in our events?? We used to be the epicenter of the rallying world in NZ, with consistent NZ champions emerging from our ranks. What has happened?

So, since writing the above on my period of navel gazing, we have now firmed up two dates for 2021, a gravel event in March and a sealed event in May. Please put them in your diary and come and support them. I believe we desperately need more diverse events in the Club calendar so we don't become stereotyped as a "Manfeild only" club and can actually offer support for those whose primary focus is not necessarily the circuit events. The proposed sealed event will even be suitable for circuit cars, so consider giving it a go, you might just surprise yourself and enjoy it!! I'm also going to be needing some volunteers to help run the events, so if you fancy a day spend really close to the action, lock the dates in and flick me an email [blumoo1959@gmail.com](mailto:blumoo1959@gmail.com)

There has certainly been a big lift in events in NZ as most clubs "resume normal service" and it's great to see our members taking advantage. Congratulations to those that went up to the Rally BOP and flew the flag so well as well. OctoberFast was huge, and an enormous "thank you" shout out goes to all involved, a big commitment that was brilliantly successful despite the limited advertising due to the uncertainty regarding Covid restrictions leading up to the event.



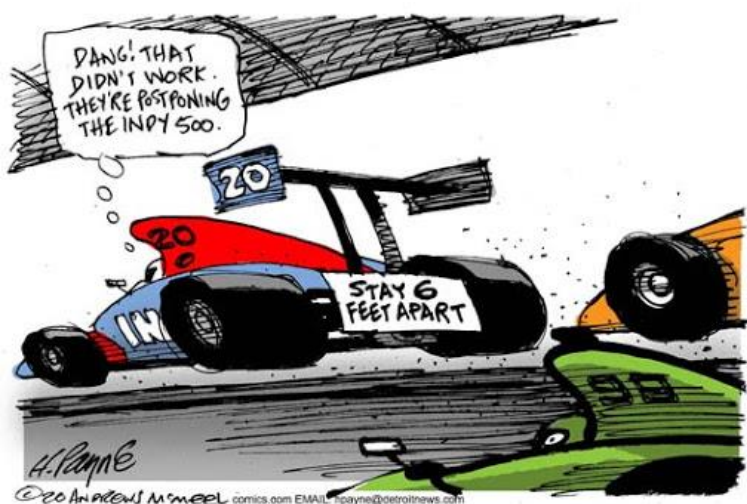
The photo from last months parting Shot was picked up on Facebook and I now have a partial story via the powers of the internet. It is definitely after one of the Castrol 6 Hour events, with the late great Robert Holden in control of a poor old GS Suzuki. The rest of the mob on board are fellow Wellington Motorcycle riders and crew. So far I have provision identification and names for at least 7 of the 12 on board, including Neville Hiscock precariously balanced right on the front. And I think the photographer in the background would have to be Robin Curtis. Anyone else able to identify any of the team??

I think this would be frowned upon in todays PC climate, but what an effort!!

Just a thought - do you think the ancient Britons ever suffered from woad rage??

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

TW





## NOVEMBER

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



## DECEMBER

Friday 4 <sup>th</sup>	Manfeild Test Day
Saturday 5 <sup>th</sup>	NZ Superkarts Nationals Day 1
Sunday 6 <sup>th</sup>	Mitre 10 MEGA Summer Series Round 1 & NZ Superkarts Nationals Day 2
Saturday 12 <sup>th</sup>	Combined Summer/Winter Series Prizegiving and Xmas Party



## JANUARY

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



## FEBRUARY

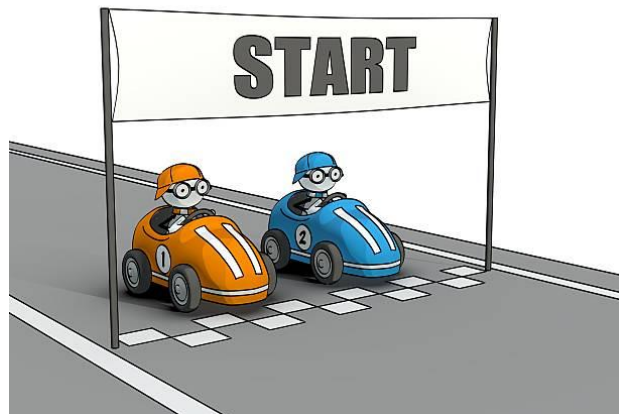
- Friday 12<sup>th</sup> Speedsport NZ Championship meeting test day  
Saturday 13<sup>th</sup> Speedsport NZ Championship meeting  
Sunday 14<sup>th</sup> Speedsport NZ Championship meeting  
Saturday 27<sup>th</sup> Drift Practice Day

## MARCH

- Saturday 20<sup>th</sup> Gravel Sprint CRSS round

## APRIL

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



## “Track & Yak”

**Time:** 7.00pm to 9.00pm

**Date:** Tuesday 10<sup>th</sup> November 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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**Your 2020 Committee:**



Jill Hogg



Noel Beale



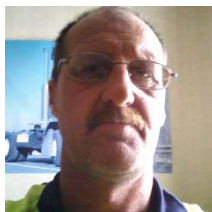
Jodie Bell



Greg Browne



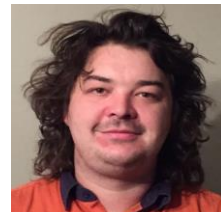
Gareth Stanley



Phillip Keith



Kaye Flannagan



Nick Stewart

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

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

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

**MCC Magazine Editor:** Trevor Weir

# FROM THE PRESIDENTS PEN



I write this the week after Labour Weekend and you might think that I will start with the awesome OctoberFast Meeting... Mmmmmmmmm, no. I start with the appalling road toll where eight people lost their lives over the long weekend. That means that eight people will not be going home to their parents, partners, kids, and that is deeply sad. Two of those tragic accidents involved Transport Companies that I know personally. The media, in their usual way, reported the accidents with headlines that left the reader thinking that it could have been the fault of the truck, when in fact the complete opposite was true in both of these incidences, but you had to read a bit further on to realise that, something that pisses me off immensely. While I feel sorry for the families that have lost a loved one, I feel worse for the trucks drivers who have to live with the images that they have seen, for the rest of their lives and having seen three horrific accidents in the time that I spent driving, those images never leave you unfortunately.

The catch cry of the NZTA at the moment is “Safer Roads” and there is a lot of money being spent trying to make our roads safer, a lot of money! But there is no money being spent on making the drivers of those roads better. We can make our roads as safe as we want, but if you still have drivers that can’t operate a vehicle safely then there will still be accidents and deaths on our roads. I liken it to starting a new job where you use a new system, computer, piece of machinery etc... you might have a basic knowledge of how things work but you aren’t given the job and then told to “go to it” without any sort of formal training, you are usually given a great deal of training to make sure that you are capable of operating whatever you will be using to help with the job at hand, however getting your license in NZ means that you can have a basic knowledge of driving a car and you can get your license to operate a vehicle at 100kph within a few meters of other vehicles, on roads that are less than perfect... to me that is a recipe for disaster.

Teach people how to operate a vehicle better and build better roads (SH1 should be four lanes with a median barrier) and you will drop the road toll dramatically. And if you think this is beyond little old NZ because of the cost, will it has been proven that the cost to build a decent State Highway network is cheaper in the long run than the cost to the country of all of the serious injuries and deaths that occur each year on these highways. Oh and if you are thinking that dropping the speed on roads is a good idea, well you can still have a serious accident at 70kph if you don’t know how to properly operate a vehicle. We are only dropping the speed limits in NZ to try and save on expenditure on road maintenance (slower vehicles mean less wear and tear), nothing else.

Anyway enough of that rant, back to the OctoberFast Meeting... “Awesome” is the only word that I can find to describe the weekend’s events. Great weather, crowds and racing was the order of the weekend. On the Thursday afternoon I was lucky enough to be able to be at Truckstops when the first trucks arrived for Scrutineering. A huge thanks to the team at Truckstops for letting us use one of their workshop bays to do this by the way. When I heard that first truck start up a flood of memories returned from the last time the trucks where here at Manfeild, by golly I had missed that raw guttural sound that those high horsepower diesel engines make and how it pulses through your body and makes you feel alive. They are like a wild animal on a leash that has only one strand of fiber left, all hell is about to break loose if that one strand was to break.

The highlight of the weekend for me, apart from the Trucks, was to see so many families out and about having a good time, to me this is what it is all about. The other highlight from that weekend actually came after the weekend had finished. We (the MCC Committee) had decided that part of the brief for the meeting was that we were going to donate money from the gate takings to various local charities. I was excited when the numbers started to roll in from the gate takings and in the end we were able to donate \$3,000 (\$1,000 each) to the three charities that helped us out on the weekend, they were Eat Up NZ, St John Feilding and Manchester House. All great charities who are doing lots of great work locally. Below are some pictures of us handing over the cheques to these charities.



Richie







**NAME:** Tim Wilde

**BORN:** 2<sup>nd</sup> November 1963

**OCCUPATION:** Bean Counter (go easy on me... it's a genetic thing!)

**RACE CAR:** Mighty Mazda MX5... yep, the one they call the runt of the litter

**EVERYDAY DRIVE CAR:** Commodore SV6

**DREAM CAR:** A really tidy MX5 that wins more races!

**YOUR BEST MOMENT IN MOTORSPORT?**

Winning my first race.... At least I got there before my 50<sup>th</sup> start!!



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

Given that I haven't yet grown up, I'm still figuring this one out!! I'll let you know when I get it sorted...

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

Bruce Springsteen, Richie McCaw and Skin.

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

Ron Jeremy or Tom Byron! If you know who I'm referring to....well...need I say more?

**THREE WORDS THAT BEST DESCRIBE YOU...** A bloody idiot!

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

A jet airliner... coz right at the moment I'd be parked up in the sun doing absolutely sod all!!

**WHAT IS YOUR SECRET VICE?**

Expensive single malt whisky. Come on, Richie... I can't actually tell the club the real answer to this question!

**PEOPLE WOULD BE SURPRISED TO KNOW THAT...** I do actually give a shit!

**FAVORITE QUOTE...** "You think it... I'll say it!"





Round 4 FAE Winter Series follow-ups. Geoff Boyden wasted no time in repairing the # 66 Castrol BMW following the altercation with the Turn 1 barriers, a couple of big meetings on the Manfeild calendar would have been a good incentive. It's also been reported that Mr B has been doing some shopping with not one but two of the greatest classics to leave the Bayerische Motoren Werke AG now in his ownership. There was much consternation in the Warren Dunn garage when his superb TicTac M3 BMW was towed back to the pits after the final Classic Cup race. The car had just undergone a full rebuild and the engine had suddenly shut down, not quite what you would have expected and what would the inspection process reveal? The problem was traced to a faulty fuel pump so there was great relief all round. Bill Robson had an exciting ending to his day's racing in the IB Cup Handicap race. The familiar 'blue brick' was holding second place going into the final lap and looked set for a podium but in Turn 7 and the finish line nearly in sight there was a coming together involving the car and the tyre barrier. It appears that the Mini made the decision to turn left when it should have turned right, the steering wheel had become detached! These things happen...

*Real food for thought. Geoff Boyden's very well-written story about his confrontation with the Turn 1 barrier in the October magazine should have been read and re-read a number of times. The damage to the car was indicative of the force of the impact, the most important aspect of the story was what Geoff wrote relating to driver safety and what can occur with a heavy side impact, what worked and what didn't. Every driver who has an accident of this nature should share their story so that changes can be made to regulations if necessary. Never forget that **safety is paramount**... (Eds note – Geoff suffered from delayed concussion, not something anyone would normally think about, and is still finding damaged bits on the car from the sudden stop)*



History makers. The final Supercar Championship under the banner of Virgin Australia added a new chapter in the sport's history books. 2020 saw two drivers claim their first solo' wins, Andre Heimgartner and Cam Waters. Brad Jones Racing scored their first pole positions at Townsville with Nick Percat and Todd Hazelwood, the pair locking-out the front row in Race 24. Scott McLaughlin became the first driver to win three successive Supercar Championship titles and brought his career stats to 76 pole positions, 105 podiums and 56 race wins. Perhaps THE single highlight was another first with New Zealand drivers



finishing 1-2-3-4 in Race 26 of the championship at Tailem Bend where Shayne Van Gisbergen took the checker flag ahead of Andre Heimgartner, Scott McLaughlin and Fabian Coulthard. On the same weekend Coulthard won Race 25 and McLaughlin Race 27. All this before the final round at Bathurst...

*It was done with style and flair. Ferrari's 1000th grand prix race didn't produce the result the global tifosi wanted, but the Tuscan Grand Prix (Gran Premio della Toscana Ferrari 1000 2020) did show the extraordinary passion and history of the famous Scuderia. The amazing pre-race celebration of the occasion in Florence's Piazza della Signoria, honouring the 1000th race by presenting the two cars in the identical 'rossa 27' burgundy colour of the very first car with the Prancing Horse badge, the Tipo 125S that won the 1947 Rome Grand Prix on the Terme di Caracalla street circuit driven by Franco Cortez. The drivers had matching race suits, gloves and special helmets. Appropriately the milestone race was held at the Mugello circuit (Autodromo Internazionale de Mugello) that is owned by Ferrari, and it was the first grand prix of the year that allowed spectators, albeit limited to 3,000 each day. September 13 was the day of the race that was preceded by Mick Schumacher completing several high speed laps driving the F2004 in which his father Michael won the last of his seven world championship titles, winning 13 of the 18 races, and people again heard the sound of an 18,300 rpm 3.0 litre V10 engine. There was no podium for Charles Leclerc or Sebastian Vettel that day, they finished 8th and 10th, for the sport it was the occasion and recognition that really mattered, best illustrated by rivals AMG Mercedes presenting the regular silver Safety Car in a red livery. Former F1 supremo Bernie Ecclestone once said, 'Formula 1 is Ferrari, and Ferrari is Formula 1'. After 70 continuous years a grand prix race without the red cars is unthinkable...*



Another recognition. One of the standout moments in McLaren's history was winning the 1995 Le Mans 24 Hour race with their F1 GTR LM car that also finished 2nd, 4th, 5th and 13th. To commemorate the 25th Anniversary of the win McLaren is building five special edition vehicles based on the track-only Senna GTR Hypercar, each with the colour and retro-inspired livery based on the actual race cars - Ueno Clinic, Harrods, Gulf, Elf and Cesar Baldaccini. Each car has the signwriting hand-painted; the only vinyl is the recreated scrutineering sticker on the roof. The cars have other bespoke F1 inspired touches with the engines upped from 814 to 833 horsepower and the normal 8,250 rpm limit raised to 9,000 rpm. No mention of price, but if you have to ask you probably can't afford it. The Senna GTR Hypercar can't be driven on the street, it's a matter of finding a circuit close to home for the occasional pay and play. The five owners will have the



opportunity to drive around the Sarthe circuit on the day of next year's Le Mans 24 Hour race. That seems a very long wait...

*The Shahin's expand. The entrepreneurial family has now created 'Pit Lane Garage' as part of their Taillem Bend facility, a 'boutique trading house' for supercars and rare racing machinery like the Ferrari FXX and Porsche 911 GT1. Most exotic supercars are not easy to come by, so you need well connected people to gain access to them, in steps circuit owner Yasser Shahin. 'We are in the incredible position to offer an experience to people that can range from just seeing these cars in the metal, cars they would not see anywhere else in Australia, to driving them on the track for the full experience'. Pit Lane Garage's first featured car is a McLaren Senna GTR LM, the 24th of 75 made and finished in a special livery that pays tribute to Ayrton Senna's 1988 world championship McLaren MP4/4. Someone invite the Shahins to start a NZ Branch at Manfeild: Circuit Chris Amon...*

A black and white promotional poster for the launch of Pit Lane Garage. At the top left are logos for 'THE BEND MOTORSPORT PARK' and 'RYDGES'. The main image is a sleek, dark McLaren Senna GTR LM supercar. To the right of the car, the text reads: 'The Bend Motorsport Park invites you to the official launch of Pit Lane Garage, a boutique for exotic and rare vehicles.' Below this, in large, bold, sans-serif font, is 'PIT LANE -GARAGE'. Underneath that, in a smaller font, is '19.09.2020' and '6PM - 9PM'. Below the date and time, it says 'DRESS SMART CASUAL'. Further down, it says 'Join us for the exclusive reveal of Pit Lane Garage's first feature vehicle.' Below that, 'Enjoy a Pit Lane Walk, intimate two course dinner and selection of South Australian beverages.' At the bottom right, it says 'Welcome Centre, The Bend Motorsport Park 543 Dukes Highway, Taillem Bend'. At the bottom left, under 'Event partners', are logos for 'Robb Report' and 'ZAGAME AUTOMOTIVE'. Below the ZAGAME logo is an Instagram icon and the handle '@pitlane\_garage'. At the bottom right, it says '\$150 per person - RSVP: <http://bit.ly/PitLaneGarageLaunch>'.

Big anniversary # 1. On Sunday 04 October 50 Years of Formula Ford in New Zealand was celebrated at Pukekohe Park Raceway, fifty years to the day since six cars lined up on the Pukekohe grid for the first race in what was known as Formula C in that initial year. David Oxtan won the race in his Elfin and went on to become the first New Zealand Formula Ford Champion, later a Gold Star Champion and one the country's best ever drivers. Other drivers who won the title and went on to achieve of the international scene include Steven Richards, Craig Baird, Scott Dixon, Fabian Coulthard, Richie Stanaway, Andre Heimgartner (twice) and Liam Lawson, while Brendon Hartley also progressed through the Formula Ford ranks. The Manawatu Car Club has produced three NZ Champions, Kevin Ingram won the title in 1982/83 driving the Keram that was self-built with assistance from Bruce Turnbull and running against established makes like Lola, Reynard, Titan, Swift and Van Dieman. Shayne Higgins' name was engraved on the trophy at the end of the 1986/87 season, in 2006/07 Sam McNeill was the recipient, all very worthy winners. The day featured both Historic and current cars powered by the remarkable 1.6 litre Ford Kent motor that has an extraordinary international record with Formula Ford being a global category. Thankfully long-gone chassis makes are regularly seen at classic car meetings as a reminder of how these cars used to be, simple in design but most effective...



Big anniversary # 2. This one is across the Tasman and also involves the blue oval badge with Dick Johnson celebrating 40 years since the 1980 Bathurst 1000 that led to the formation of Dick Johnson Racing. The 1980 race was the year of the 'rock' that ended the # 17 Tru-Blu XD Falcon's race on lap 18 while it was leading. Dick and Jill Johnson had mortgaged their house to finance the racing ambitions, but unprecedented financial support from fans by way of donations was the boost needed to continue. Edsel Ford II was Ford Australia's boss at the time and he offered to match the amount raised publicly, the end result was AU\$140,000 which was a lot of money back then, as a result of that support 'Dick Johnson Racing' was formed on 03 December 1980. To celebrate the 40 years a special commemorative coin has been produced, but only 40 in number, they will be personalised and presented to the people who have made significant contributions to DJR, the list including Edsel Ford II, current team owners Roger Penske and Rob Storey together with the two drivers who shared Bathurst 1000 wins with the 'Boss', Rusty French and John Bowe, smaller coins will be produced and distributed to more supporters. Hopefully none will be seen on TradeMe...



Biggest buzz at Bathurst? The news that General Motors has confirmed the Chev Camaro ZL1 will be joining the grid in 2021 under Supercar's new Gen3 package and will take on the rival Ford Mustang as a new era for the sport begins. Triple Eight Race Engineering has been charged with the design of the Gen3 Camaro body, under the new regulations the race cars must retain the road car's DNA with the key dimensions of the doors, roof, bonnet and windows the same as the road cars they are based on. The new chassis will accommodate a new range of models more easily and will continue to use controlled components to reduce costs, Gen3 will be solely V8 powered but the decision on which engine has yet to be made. Teams will be able to buy complete Camaro race cars from Triple Eight or have access through Supercars to the intellectual property to build their own. The game might be over for Holden, but the Camaro ZL1 is an exciting player to come off the bench...



Still in the game. On Bathurst's race day Ford Australia and New Zealand President and CEO Andrew Birkic confirmed that the brand would continue to support the category with its Mustang and work with Supercars towards the introduction of the next generation car. In 2022 it will be 50 years since that great era when the Australian Touring Car Championship was Ford Mustang versus Chev Camaro, Allan Moffatt versus Bob Jane. The Mustang v Camaro battle is set to resume...



No wasting time. The outstanding Red Bull HRT boss Roland Dann made a rare podium appearance at Bathurst to accept the Team trophy, following the muted celebrations it was back to work. Now the focus switched to next year and one of his first tasks was approaching Garth Tander about his plans for 2021, expect to see the Tander/SVG combination retained for the final year of the Holden Commodore. The pair have credentials that most teams would envy, both have won the Supercars Championship (Tander 2007, SVG 2016) and now five Bathurst 1000 victories between them. Are back-to-back wins a possibility...

*A confused man? Six-time world F1 champion Lewis Hamilton is quoted as saying 'I don't drive for the trophies. I don't drive for records. I drive because I love it. That's how I am. Many of my friends are also athletes, and they actually all have their trophies clearly on display, but that's not how I tick'. His trophies are in private storage. At the end of September the current F1 megastar suddenly announced that he wants to open a museum, dedicated to himself! His karts, his cars, his trophies, his helmets, his driving suits. 'I have so many ideas. It's going to be a big project, I'll have to see how I go about it'. That's a very big change of mind...*

Back behind the wheel. Greg Murphy returned to serious racing in the second round of the Carter Tyres South Island Enduro Series at the Mike Pero Motorsport Park near Christchurch. Murph and Dwayne Carter co-drive an AMG Mercedes GT3 that was making its race debut in our country, the pair finishing second, 38.4 seconds behind the Aston Martin Vantage GT3 driven by Spanish International Alex Ribero and D1NZ drifting star Dan Kelly. It was a classy field too with seven GT3 cars on the grid, including several Audi R8 LMSs, a Chevrolet Camaro and 650S McLaren. The 'Heart of Racing' team Aston Martin also won the opening round at Teretonga in the deep south, beating the Audi of Jonny Reid/Neil Foster by 0.574 of a second. How do we lure these GT3 cars to Manfeild...



A tale of two Mustangs. Back in 1984 two Ford Mustang race cars were delivered to Dick Johnson's Queensland workshop, both were built by Zakspeed and raced in the German Touring car Championship driven by the brilliant duo Klaus Ludwig and Klaus Niedzwiedz who came to our country with the Team Eggenberger Ford Sierras and won the second Nissan Mobil 500 series in 1987 (That year there were two series, one in February, one in November). Johnson acquired the cars to meet the new Group A rules and one raced here in the 1986 Nissan Mobil series, Neville Crichton was Johnson's co-driver for the two races, the car being painted in the famous back and gold John Player Special (JPS) colours. The pair finished second in Wellington behind the new Holden Dealer Team (HDT) pairing of Brock and Moffatt in their '05' Holden Commodore, but the car retired at Pukekohe following a distributor failure. Wellington racer Robbie Ker bought the Mustang and Johnston joined him for the two races the following year, however 'DJ' hit the Armco guardrails during practice, the left front corner of the car being so badly damaged it was withdrawn. The car was repaired and Ker raced it as a Sports Sedan, it had a number of owners after Ker before being acquired by Aussie enthusiast Ross Donnelly who had it restored in New Zealand with the familiar green bodywork before being shipped back across the Tasman and





sold the car but eventually bought it back 20 years ago to add to his collection, joining cars like the 'Tru-Blu' XD Falcon and 'Greens-Tuf' XE Falcon, later financial issues meant selling his special Fords to David Bowden on Queensland's Sunshine Coast who has the country's biggest collection of famous touring cars, earlier this year it was decided to restore the Mustang to when Dick last drove it, which included a period correct 302 Windsor V8 under the bonnet. When completed this # 17 will again be occasionally displayed at the DJR Team Penske workshop.

In New Zealand the early racing Ford Mustangs are cars revered like no other and will never be forgotten by those who witnessed them competing on our circuits - it began in 1966 with the Fleetwood Motors car, the Paul Fahey # 104 cars, Jim Richards' Sidchrome sponsored car, together the mighty PDL Mustangs driven by Leo Leonard and Graham Baker. Across the Tasman there was the holy grail of Mustangs, Allan Moffatt's Coca Cola 302 TransAm and Ian 'Pete' Geoghagen's 1967 Castrol GTA notchback that won three successive ATCC titles, big names Norm Beechey and Bob Jane briefly raced Ford's pony car during their careers. Dick Johnson didn't enjoy anything like their level of success, over three seasons there was a win in a support race at the inaugural Australian Grand Prix meeting at Adelaide in 1985, third place with Gregg Hansford in the BP 300 at the Surfers Paradise Raceway the following year, followed by fourth place in the Bathurst 1000, or was it third? Those were the manual lap scoring days before electronic timing, the Johnson camp had car 17 covering 163 laps while the Australian Racing Driver's Club officials had 162 laps. Johnson and Hansford made their way onto the podium but were asked to leave before the presentation, just making their point! Despite their poor competition record, DJ's two Mustangs are an integral part of the story of the Australian motor racing hero...



Long distance time. In mid-September the first races of the two round Golden Homes North Island Enduro Series were run at the Hampton Downs Motorsport Park with the MCC represented by two well-known members, Struan Robertson and Justin Allen. The feature Three Hour race was won by the combination of Glenn Smith and Chris van de Drift in Smith's familiar McLaren 650S, but the most interesting duo were former motor cycle champions Aaron Slight and Greg Brink who were the 6th placed finishers, 15 laps behind the winners. Struan ran his familiar Porsche in the One Hour Race, being 17th fastest out of the 32 cars entered when qualifying ended, in the 60 minuter he pulled back six places to take the flag 11th overall and second in the GT C category. Included on the programme was a round of the Best Bars Toyota 86 Championship with three races scheduled Justin was a promising 6th quickest in qualifying. In Race 1 the NAPA Spares car was 3rd across the



line, 8½ seconds behind the winner after 12 laps, Races 2 and 3 brought a 7th and 9th respectively which meant three top ten finishes. Round 2 was at Pukekohe Park Raceway on the 23rd of last month with Struan Robertson the sole MCC representative. In the One Hour race. Struan qualified 15th fastest in the 20-car field, pulling back four places during the 60 minutes to finish 11th. There were no Toyota 86 races at Puke. Thank you gentlemen, for flying the club's flag...

*Buying in. Four-time world F1 champion Sebastian Vettel moves from Ferrari to the Aston Martin Racing F1 Team next year, and British Racing Green returns to the grid after a long absence with the rebranding of Racing Point. The German has wasted little time investing in his future, hardly had the ink dried on his contract before Seb became a shareholder in the 109 year old British public company, joining team owner Lawrence Stroll, Mercedes-Benz and Toto Wolff in having a stake. Awaiting his departure from Maranello is a grey company car, the latest 510 horsepower Aston Martin Vantage AMR with the number plate 'SEB AMF1'. There is also a big difference in annual salary, dropping from 35 million euros (NZ\$62 million) to 15 million euros (NZ\$26.6 million). No doubt Vettel will be hoping that Aston Martin Racing can deliver the fifth world championship title that Ferrari couldn't...*



Branding gone. The famous Holden name has been removed from the franchise premises on Rangitikei Line/JFK, replaced by Robertson Motor Group. The city's Robertson-Holden link had enjoyed a 30 year association before the announcement signalling the end of the iconic Australian make, however the supply of parts and vehicle servicing continues. Will the future of the RMG include GMSV with the 'bowtie' brand and a niche market with just two Chevrolet models, the Camaro and Silverado pick-up truck? The Robertson Holden name does remain with the ongoing branding of the Palmerston North International Speedway. Holden, a name not quite gone in the Manawatu...

*Team Sydney unchanged for 2021? Owner Jonathon Webb believes next season is looking very positive and has indicated that he hopes to keep current drivers Chris Pither and Alex Davison in the two Holden Commodores. It's been a turbulent year for Webb, it started when James Courtney departed after the first round, the permanent relocation to Sydney Motorsport Park was put on hold because of COVID-19 which caused a big disruption, while the two drivers have been regulars near the back of the field, both in qualifying and racing, though Chris has achieved a couple of excellent results through the right tyre strategy. A new year, a clean sheet of paper, stability in the garage, and hopefully closer to front of the field...*

SM17, another Mustang like no other. Victoria-based Rob Herrod is a man with a lot of knowledge about high performance cars, he has access to the parts bins at Ford Performance, he also has a very creative mind. Add the input of three-time Supercar champion Scott McLaughlin and the result is the 'Scott McLaughlin Limited Edition SM17 by Herrod Performance', or 'SM17' for short. The car is based on the supercharged Mustang GT that produces 570 kW, in the SM17 the 5.0 litre V8 is reworked with an all-new Whipple twin-screw design supercharger and the largest intercooler system of its kind on the market, the result is an output of 596 kW (800 bhp).



The suspension has been retuned, the brakes upgraded, the 20 inch wheels wear Michelin Pilot Sport tyres, the bodywork features a new rear wing, front splitter, lower grille and appropriate graphics, the interior has also been given a makeover. The car will be available with six-speed manual or 10-speed auto transmission options through selected Ford dealers, Ford themselves were not involved in the project. As for price, it's expected to be \$50,000 on top of the \$64,190 Mustang GT that it's based on, that's Aussie dollars too. And owners can brag that their 'stang pumps 150 horsepower more than Mr McLaughlin's V-Power Supercar. The SM17 really is a Mustang like no other...



Back together. After three decades two of Dick Johnson's most famous touring cars have been reunited, not in Australia but in England. The Group A era brought together some truly great cars like the BMW M3, Jaguar XJS, Rover 3500, Ford Falcon, Ford Sierra Cosworth, Holden Commodore, Volvo 240T and Nissan Skyline GT-R that we were privileged to see racing in our country, what's more they were driven by the world's best touring car drivers. Each make of car had its own supporters, each team had its own supporters. Despite the fact they never won on the Wellington waterfront, for the blue brigade none were more popular than the Shell-Ultra Ford Sierra RS500s driven by Dick Johnson and John Bowe, the 'Cozzies' did much better on home turf by twice winning the Australian Touring Car Championship and the 1999 Tooheys 1000 at Bathurst where Johnson and Bowe led all 161 laps. Today, many of those wonderful Group A cars are in museums or in the hands of private owners, some fell into the 'where-are-they-now' category. Dick Johnson's Queensland operation built six Ford Sierras for racing, in 1990 the first two cars were sold to England and raced in the British Touring Car Championship but at the end of the season the second car 'disappeared'. Apparently DJR2 was set-up for rallying but blew its gearbox during the first event, its gravel career was over before it really started, and the car sat unused for more than twenty years. British RS500 enthusiast Paul Linfoot became the custodian of DJR1 when its racing days ended, then eight years ago he became aware of DJR2's location, that car was also acquired and converted back to its original left hand drive as part of the full rebuild. Both DJR Ford Sierras are now restored to their former glory and been reunited in their Shell Ultra livery after thirty-two years apart on the other side of the world, the other four cars remain in Australia. Based in North Yorkshire, Paul Linfoot Racing restore, service, and sell Ford Sierra RS500s to a niche global market, Paul also races them whenever the opportunity arises. On the wheeler/dealer side of the business PLR currently have the last of the five Tony Longhurst built Benson & Hedges Sierras for sale following a full restoration, the price tag is AU\$450,000 if you're interested. Why are these Sierras such a long way from home...?

Gravel duellers. At the end of September Shane van Gisbergen confirmed that he would contest two one-day events, the City of Auckland Rally and Repco Battle of Jacks Ridge Rallysprint on 14/15 of this month. In early October four-time Bathurst winner Greg Murphy confirmed he would be a starter in the televised rallysprint, his gravel experience includes three NZ Rally Championship rounds driving an AP4 spec Holden



Barina, and he's excited about the event. 'Having a car sitting there that I haven't been able to sell, and having this event coming along and how cool it is going to be, it was kind of a no-brainer that I needed to be involved in a competitive sense as well as the TV side. I can't wait to get out and have a go - the road is just amazing. I am in awe of what the Hawkeswood team have managed to do. I think our country is incredibly fortunate to have it and have a huge amount of fun and give the fans something to really enjoy'. Former NZ Rally Champion Andrew Hawkeswood is a great supporter of motorsport in our country and he built the superb sprint course on his farm at Whitford, 20 minutes from the Auckland CBD against a background of the Hauraki Gulf, Rangitoto Island and the city skyline. The purpose built 6.3 kilometre long gravel road was to be a 'Power Stage' for the 2020 WRC event that was cancelled back in May, the rallysprint will use the spectacular 2.2 kilometre middle section that utilises the undulations, ridges and valleys of the property. It's been confirmed that Sky Sport will have four hours of 'live' coverage of the event using sixteen cameras, with Murph one of the presenters. Brendon Hartley said on Face Book - 'Looks mega. Wish I could make it back, always wanted to be a dirt dog'. Sounds like a 'must watch' event...

Another one bites the dust. Disappointing news out of Australia in that the much-anticipated Bathurst International meeting has been cancelled because of difficulties arising from state/territory border closures. The newly created 'fifth Bathurst event' was scheduled to run on 12-15 of this month, but with all the uncertainties cancellation was the only option. The 2020 Bathurst International programme made impressive reading as it included nine categories - TCR Australia, Touring Car Masters, TransAm, Porsche Sprint Challenge, Radical sports cars, Heritage Touring Cars, Excel Challenge, Holden Bathurst Revival and the VHT \$5000 open wheelers, the latter making their debut on the famous Mountain. Another what could have been...

And another one. Also gone from the calendar is next February's Liqui-Moly Bathurst 12 Hour race, traditionally the opening round of the 'International GT Challenge' series. The given reason is that Australian state borders are expected to remain closed and that will affect a number of overseas teams. On a brighter note Supercars has renewed its agreement with Destination NSW to support the event from 2022 to 2025. These latest cancellations are a reminder of just how lucky we are on this side of the Tasman...

Aussie looks ahead. The Superloop Adelaide 500 is being moved from being the long-time Supercar Championship opener to later in the year, possibly the final round. Next year's Repco Championship is expected to start at Bathurst in February with two 250-kilometre races. Our Trans-Tasman neighbours may not be staging the opening round of the 2021 Formula 1 calendar either. The leaked release of the provisional calendar shows Bahrain, Vietnam and China hosting the first three races beginning on 14 March, Australia is sandwiched between Japan and America on 24 October. At the same time the Australian Grand Prix Corporation is saying that the opening round will be at Melbourne's Albert Park on 21 March with venue design and crowd arrangements completed, the plan is to use small nine row mini grandstands around more of the circuit with reduced spectator numbers. There will be no race at Interlagos (Brazil) or Mugello (Italy) but a new addition is the Saudi Arabia Grand Prix, Of course it's all subject to what role COVID-19 will play...

Welcome back. The club's membership increased by eleven in September and another six in October as the growth continues. One name on the list was David Short who will be well remembered by older members, the Feilding farmer who in the 1980s formed Countess Mouldings and created the world's best replica of the fabled Lamborghini LP500S in his father's woolshed. The highly acclaimed Short cars were destined for the export market, engine/transmission apart they were correct in every detail alongside the cars from the Sant'Agata factory in Italy. David used the name Lamborghini Countess, the car making its public debut in 1989 at the NZ Sports Car Show in Auckland and in the following years was a familiar sight on local roads wearing the plate 'COUNT'. But there was a lot more in David's life than farming and the car with the famous Raging Bull emblem on the front bonnet, he was also an innovator, inventor and entrepreneur. Despite being seriously injured in a freak road accident, at the turn of the new millennium and after four years of development he launched his revolutionary portable battery powered crutching and shearing hand piece. It was a global first that became a life changer for sheep farmers and those who bred woolly animals as it could be used out in the field. It was an Innovation Award winner and has since been further developed in David's ongoing search for perfection, the portable hand piece has been an amazing success story, from an idea to reality in the farm workshop. With always the need for speed, another part of his life was setting up the commercial jetsprint ride operation at Flat Hills on SH1 and later at Rotorua's Agrodome. Welcome back into the MCC fold...



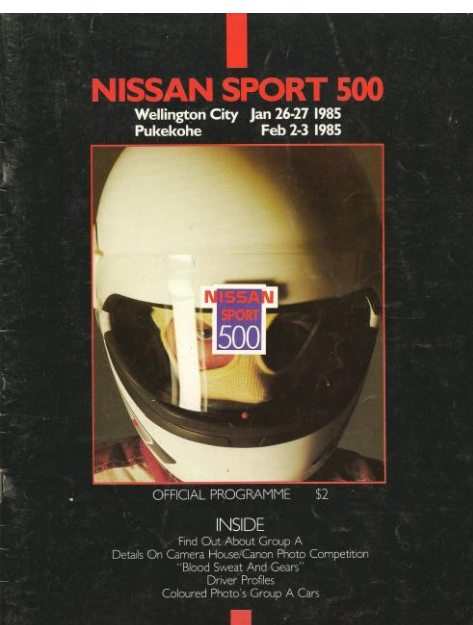
*That Rambo Lambo. The Countess story began in Monaco where David saw his first Countach, it was love at first sight but completely unaffordable. In England he found a company about to make replicas and bought a body shell but on inspection back home it wasn't good enough to meet David's very high standards, so he made his own moulds with the help of Tim Iverson who had experience working with fiberglass, both men were only in their early twenties, one a farmer, one a mechanic. They stiffened and modified the English body and produced their own moulds. Enter Bruce Turnbull who at the time was looking for someone to build the body for a car that he was designing, it was the Saker. The deal was Bruce would design and build the chassis for the Countess and David make the set of moulds for the Saker. Once completed David raced the bright yellow car but the big breakthrough came when he competed in the Targa New Zealand Rally where it caught the eye of two Japanese competitors, they took the Lambo story back to a friend in Japan who was importing replicas from America based on the Pontiac Feiro, he was impressed and switched to the Countess that were*



delivered as 'turn-key'. To meet demand there was a move from the woolshed to a new building with a semi-production line, it took six days to fabricate the chassis and between 12 and 18 days to produce a body kit to the required demanding standards. Thirty-five complete cars went to the Land of the Rising Sun before frontal impact laws were introduced into Japan, Australia and New Zealand are DIY countries and the demand was for kitsets with Countess Mouldings offering assistance where required, in total eighty cars left the Feilding factory, the last in 2008, but two years later David succumbed to a financially advantage request and two more were produced. Originally the car was designed to have a 350 Chev V8 in the engine room but the majority were powered by the 4.0 litre Lexus V8 or 5.7 litre Corvette LS1 motor driving through a Renault 25 or Porsche transaxle. It's an astonishing success story because at the time there were nearly twenty companies around the world making Countach replicas but none matched the Short car for quality, most soon disappeared including another two in this country. During the late 1990's there was a brief flirtation with the idea of producing a follow-up Lamborghini Diablo replica, but it proved not to be feasible. The Diablo never turned heads like the Countach...



The Captain spoke. Who saw that coming? Scott McLaughlin confirmed as a full-time Team Penske Indycar driver before his first race, after six years Team Penske departing the Australian Supercar Championship handing the highly successful Shell V-Power outfit back to Dick Johnson Racing and rebranded 'Shell V-Power Racing Team'. With McLaughlin gone and Fabian Coulthard likely to go, the news from Oz is that Anton De Pasquale and Will Davison will be piloting the two Shell Ford Mustangs in 2021. All this in little more than 24 hours. Roger Penske would have very good reasons for his decisions...



Did you know # 1? Back in 1985 the Wellington/Pukekohe endurance races were initially promoted as the Nissan Cue 500, but the name was changed at the last minute to the Nissan Sport 500 after the demise of the Cue Magazine in the preceding week. The following year Mobil became involved and the series renamed the Nissan Mobil 500, the format switched from a single 500 kilometre race to two sprint race in 1994, there were no races in 1995 but the two round series returned a year later with two sprint races and known simply as the Mobil 500. Greg Murphy won the final race at Wellington and the curtain fell on the waterfront circuit for the last time...

Did you know # 2? The construction of an air base in the region was first proposed in 1927, Ohakea being chosen as the most suitable site for a mooring mast for airships operated by British Imperial Airways. The plan was to build a single mast for a demonstration flight, with the potential to create a full airship base with three masts, airship sheds and hydrogen production. Development of the site was reliant on the Australian Government building masts and bases in that country, when no commitment was forthcoming the New Zealand Government of the day halted the project. It wasn't until 1939 that Ohakea was opened as a Royal New Zealand Air Force Base. A small



piece of local history...

Did you know # 3? You can learn so much from reading Richard Bosselman's weekly *MotoringNZ.com*. When General Motors opened their Petone assembly plant in 1926 it was the first production facility outside of the United States that GM owned rather than leased, it was also 10 years ahead of Ford opening its plant. The first car to leave the GM line was a Chevrolet Tourer, the last a Bedford van in 1984, in-between the facility was a very busy place producing Chevrolet, Pontiac, Oldsmobile and Buick cars from SKD (Semi Knocked Down packs) shipped from GM Canada's plant in Ontario, in later years various Vauxhall models were assembled. There was a halt during the years of WW2 with the demand for military production that included tracked Bren Gun Carriers and munitions. New Zealand became Holden's first export market in 1954, local assembly started three years later with the 'FE' model, a larger modern facility was opened in 1967 at Trentham with Wellington now the hub of the industry, Todd Motors were in Porirua and Ford in Petone. The Holden Commodore arrived in 1979 but local assembly ceased in November 1990 after 593,945 vehicles had been driven off the GM lines. One of the 'star' cars appeared in 1982, the GMNZ created V8 Holden Commodore SS that at the time was claimed to be the world's most powerful and fastest production saloon car. The General Motors story in our country is a very interesting and historical one, now almost lost with the passing of time, thank you Richard for its revival. An aside to the GM story is that 1933 records reveal 86% of the vehicles on our roads were of American origin, it's very different today. **Motoringnz.com** - your weekly motoring fix...



Who knows the story of Bristol cars, the bespoke car manufacturer that grew out of the Bristol Aeroplane Company?? They closed the doors some years ago and the liquidators have finally cleared the site (which Gordon Murray now owns). A large part of the remaining stock of parts was secured by the Bristol Owners Club, some 100 tons worth!! The wooden bucks on which the alloy body panels were hand formed have also been rescued by the club and will go on exhibition where they will also be accessible for workshops to make further panels as required. A sad end to an innovative and quirky manufacturer in the best British tradition.

Quote of the Month - **'Bad luck and mistakes happen, it's the way that you respond that matters'**.

Ross Brawn. F1 Managing Director, Motorsport





### From the Manfeild CEO's desk

Warmest congratulations to all the MCC members involved in hosting the outstanding OctoberFast event last weekend. The programme hailed the return of truck racing to Manfeild after 8+ years. In our post Covid climate, we need to innovate, and I was so thrilled that the MCC took up the opportunity to include the NZ Super Trucks again. While entries were small this time, to see the cameras clicking so actively and patrons genuinely excited about the trucks was a joy to behold. The whole programme provided wide variety to the crowds that attended this event. It was so special to hear the "voice of mighty Manfeild" back in the commentary box. Russell Harris's knowledge and history so eloquently shared with the crowd was a real highlight for me during OctoberFast. I hope that truck racing, and Russell's commentaries, will continue to be regular fixtures again at Manfeild moving forward.

I managed to raise some financial support to purchase the "new" quality second hand 800 pax stands for the forthcoming Mitre-10 rugby fixtures. This means that we will have additional seating that we can utilise across our facility post the Turbo's matches this year. I am hoping that, with the MCC's assistance, we might be able to find a suitable location on the track to position this seating permanently in the future. We will still be able to move our mobile green seating around our facility for events, as and when required.

Kathy





**SUN 1**  
**Manawatu Turbos vs Southland**  
2pm – 4pm  
Ticketed event  
turbosrugby.co.nz

## WHAT'S ON NOVEMBER 2020

<b>SAT 31 &amp; SUN 1</b> <b>Spring Trophy Classic Weekend*</b> 9am – 4:30pm Free spectator entry	<b>FRI 6</b> <b>Manfeild Test Day*</b> 9am – 4:30pm Free spectator entry Register via our website	<b>SUN 8</b> <b>Transpec / GT Oil Trackday Series R4*</b> 7am – 5pm Free spectator entry	<b>THU 19 &amp; FRI 20</b> <b>Driver Training*</b> 7am – 5pm Tracktime.co.nz
<b>TUE 3 &amp; WED 4</b> <b>NZADT – Driver Training / Hot Laps*</b> 8am – 5pm Registrations essential holden-driving.co.nz	<b>SAT 7 &amp; SUN 8</b> <b>Manawatu A&amp;P Show*</b> Sat: 8:30am – 5:30pm Sun: 8:30am – 3:30pm Equestrian & Young Farmers Competition	<b>MON 9</b> <b>Sport Manawatu Active Series*</b> 8:16 & 8:23 5pm – 7:30pm Free spec entry Registrations via Sport Manawatu	<b>SAT 21</b> <b>ShowVember Drift Comp*</b> 9 – 4:30pm Free Spec entry
<b>TUE 3</b> <b>8:10 &amp; 8:17 &amp; 8:24</b> <b>Criterion Series*</b> 5:15pm – 8pm Free spectator entry Registrations via Bike Manawatu	<b>SUN 8</b> <b>Manawatu Turbos vs Taranaki</b> 4:30pm – 6:30pm Ticketed event turbosrugby.co.nz	<b>FRI 13 &amp; SUN 15</b> <b>The 35th MG Classic Motor Race Meeting</b> 8am – 6pm Gate sales: \$20pp	<b>SAT 28</b> <b>Vic Club Track Day*</b> 9am – 4:30pm Free spectator entry
			<b>SUN 29</b> <b>The Surgery Sprints R5*</b> 9am – 4:30pm Free spectator entry

**MANFEILD**

\*Bookings Essential. See [Manfeild.co.nz](http://Manfeild.co.nz) for more information. All events, dates and details are subject to change.

Tag us! @manfeildpark

[manfeild.co.nz](http://manfeild.co.nz)





A very different Bathurst. Mount Panorama looked a real picture with the trackside grass groomed, the infield looked strange without the wall-to-wall camping tents and the village people, it was the same across the top of the circuit with the only sign of human habitation being the flaggies and the occasional person from a neighbouring property. The allowed 4,000 spectators a day were confined to Murray's Corner, Hell Corner and both ends of pit straight while observing social distancing, Bathurst's National Motor Museum was closed, Race Control was relocated from its overhanging room-with-a-view halfway down pit straight to downstairs corporate suites to give people a larger space to work and enable social distancing while the Stewards worked from their own remote office. The Ford Mustang Safety Car looked different too with its red bodywork covered by a bright green vinyl that's the colour of Foxtel's 'KAYO' sport streaming service. There was no pre-race RAAF F-18 flying display and the race started 30 minutes early based on the weather forecast, the forecast thunderstorms didn't arrive. No yobbos up on the hill which meant a much quicker clean-up and the kangaroos stayed home as well. Bathurst 2020 was so different...

Good support programme. The Combined Historics had a grid of 30 cars that ranged from the Mini Cooper S to the Ford Mustang. Various Holden models, various Ford models with single entries of Jaguar XJS, BMW M3, Mazda RX3 and an older Volvo. Most impressive were the cars that wore retro liveries as a reminder of past Bathurst races, there were occasions when the speed differential on Conrod Straight was frightening, and it's



also not very often that cars are seen three abreast down Conrod with one putting two wheels off the black stuff to overtake and really going for it! The 30 car Bathurst Tin Top grid was impressive too with names like Aston Martin, Audi, Chevrolet, Dodge, Ford, Holden, Honda, Lamborghini, MAC, Nissan and Porsche all represented which is close to being as good as it gets. The sole Honda was an Integra, a



reminder of the MCC's club racing series, flag honours were shared between the Audi R8LMS and a Porsche 991 GT3 Cup. Two categories that are Aussie's class of 2020...

Back to the Mountain. The Super2 and Super3 categories were combined for their support races at the Supercheap Auto 1000. On the grid was the Tasman Motorsport VE Holden Commodore that Greg Murphy and Jason Richards drove into second place in the 2008 race carrying 'Sprint Gas' livery, the #3 car crossed the line 2½ seconds behind Jamie Whincup and Craig Lowndes. Two years later Steve Owen won the Dunlop Series (Super2) in the car that was entered by Greg Murphy Racing, it was the season and category that Scott McLaughlin made his 'tin top' debut as a 16 year old driving a Ford Falcon for the Stone Brothers. Today the Murphy/Richards car retains much of its original livery but with 'Sprint Gas' replaced by 'R&J Batteries', on this occasion the car was driven by Tasmanian Layton Barker whose scorecard read 19, 14 for the two races. A far cry from the Murphy/Richards days...



Where was Murph? For the first time in 26 years Greg Murphy wasn't at Mount Panorama for the Bathurst 1000, he was still back home in Kiwiland because of the COVID-19 travel restrictions, in fact he's been home for several months. Murph's last Bathurst race was six years ago when he co-drove a HRT Holden Commodore to 13th place with James Courtney, the last of his four victories was sixteen years ago! But Greg is a man of many talents, being quickly snapped up by television as a Supercar pit lane reporter, a role in which he excels. When one door closes, another door opens...

Where was Richards? For the first time since 1973 the Richards' name was missing from the Bathurst 1000 grid, both Jim and son Steven having to watch the race on television. The two Richards share a remarkable history at Mount Panorama, Jim started 'The Great Race' 35 times with seven wins and twelve podiums, Steve has had 27 starts with five wins, nine podiums and eighteen Top 10 finishes during his career. Jim's Bathurst story includes three back-to-back victories with Peter Brock in 1978/79/80, his last was co-driving with Craig Lowndes in 2002 before hanging up his Supercar helmet four years later, having driven for Holden, Nissan, Volvo and BMW teams, only the latter failed to bring a win. Steven raced at Bathurst between 1998 and 2018, at his final appearance winning alongside Craig Lowndes, unique is the fact that in





the 27 starts his cars only recorded four DNFs which partially explains why he was so sought after as an endurance co-driver. Father and son drove together on three occasions with a best result of second in the 1997 Primus 1000 behind Larry Perkins and Russell Ingall to complete a VS Commodore 1-2 result. Both Richards' families live only a few kilometres apart in Victoria's Yarra Valley but were unable to watch the race together because of the state's COVID-19 restrictions. There was no sneaking down the road...

Where was Dick? Another familiar face missing was three-time race winner Dick Johnson, he watched at his home in Queensland for the first time in 50 years thanks to COVID-19, had he gone to Bathurst DJ would have faced a 14 day quarantine period on his return. The Ford hero first went to the Mountain in 1964 when he drove down after work on Friday night and returned after the race on Sunday night ready for work on Monday, the 18 year old slept in the discomfort of his Ford Cortina GTE. Nine years later he had his first start in 'The Great Race' co-driving with Bob Forbes in a Holden Torana XU-1, the pair finishing 5th outright. After that it was exclusively Ford...



Special liveries. Some Supercar teams made a special effort for the final Bathurst 1000 under the Supercheap Auto name. The pick of them had to be Kelly Racing with their Castrol Mustang covered with one thousand photos of KR race fans, it looked amazing, a massive job by the signage team. The # 55 Le Brocq/Moffatt Mustang carried the line 'PROUDLY AUSTRALIAN' above Supercheap Auto, a dig at the new race sponsor (RepcO) being overseas owned. Walkinshaw/Andretti/United paid homage with 'HOLDEN - THANKS FOR THE MEMORIES' on the roof above the doors, while the Red Bull HRT Commodores featured 'THANKS HOLDEN FANS' on the rear guards, Shane Van Gisbergen and Garth Tander giving Holden fans what they wanted. The perfect 'THANK YOU'...

Memory Lane. Three former Bathurst winners took part in a special tribute with the 2020 race being Holden's final factory presence in Supercars. Craig Lowndes drove the Bathurst Museum's replica Holden Monaro GTS 350 that privateer Brian McPhee and Barry Mulholland drove to victory in the 1968 race, Mark Scaife was behind the wheel of the 1986 Group A HDT VK Commodore that was co-driven by Peter Brock and Allan Moffatt, the two cars being joined by Todd Kelly in 'The Beast', the Garry Rogers Motorsport built Holden





Monaro 427C that won the 2003 Bathurst 24 Hour driven by Kelly, Jason Bright, Greg Murphy and Peter Brock. Three great Lions roared again...

Caught on camera. During the 60-minute FP4 Co-Driver session a solitary figure was seen watching from McPhillamy Park up on the top of the Mountain, an area that was closed for the weekend because of the COVID-19 restrictions. He didn't stay long and had to avoid the local constabulary on the way down. The same solitary figure

reappeared illegally at the Chase to observe the action, 'holy shit, they're flying down there. At the turn-in for the Chase they're coming head-on, they just sound awesome and they're flying past. You don't feel that in the car, you get used to it. The first lap through the Chase is always quick, but when you see them in person it's really cool. I wasn't up there very long, but it was very special'. The solitary figure was Shane Van Gisbergen...

A decade later. The 2020 Bathurst 1000 was officially the final race for Holden and Red Bull HRT. In 2010 Triple Eight Racing scored a side-by-side one-two result with Craig Lowndes/Mark Skaife beating Jamie Whincup/Steve Owens by 2/10ths of a second in their Vodafone-sponsored Commodores. A decade later it was so appropriate that Red Bull HRT signed off the factory involvement with Holden's 34th race victory and a New Zealand/Australia driver combination, Shane Van Gisbergen and Garth Tander, SVG taking the checker flag by 8/10ths of a second following two Safety Car interventions in the final ten laps. 'To win here in the last one for Holden is pretty cool'. Another chapter in the Bathurst 1000 story had been written...

Two decades later. For Garth Tander the 2020 Bathurst 1000 victory came 20 years after his first when he shared with Jason Bargwanna. His second win came in 2009 with Will Davison, two years later he stood on the top step of the podium with Nick Percat, there was second place last year with Shane Van Gisbergen, together with five other top 10 finishes that included 6th place in 2018 with Chris Pither, now he has his 4th victory with SVG. The Giz made his Bathurst debut 13 years ago partnering John McIntyre in the Team Kiwi Racing Ford Falcon that failed to finish, since then there's been four top 10 placings and two seconds, with





Alexander Premat in 2016 and Tander last year. Now the two Red Bull HRT stars have stood together on the top step of the Bathurst podium and held the Peter Brock Trophy aloft. The ultimate Supercar prize...

*That victory lap. 2020 was the first time that there's been a lap after the chequered flag, normally the cars immediately return to the back of the pits, a likely reason being safety issues with well fuelled fans climbing the barriers and walking down the circuit. Both Scott McLaughlin and Shane Van Gisbergen took to the Mountain one more time at modest speed, the three-time champion destroying the right rear tyre and bodywork after a series of burnouts. The Giz was more subdued but provided the lasting memory of the race on global television. Melbourne Holden fan Dennis King has been going to Bathurst since 1954 and in recent years stayed at a mate's place that fronts the circuit descending the Mountain. The group watched the finish on TV before Dennis realised there was another slow lap, 'so I raced down to the front fence and climbed the barrier, started madly waving the flag and he steered the car towards me, he had the door open and had his hand out, he beckoned me and asked if he could have the flag, I congratulated him and off he went'. The Holden flag belonged to Dennis's wife...*



The end. The conclusion of the 2020 Bathurst 1000 meant the end of 100 days on the road for the Supercar teams, that's a long time away from home. It was also farewell to long-time race sponsor Supercheap Auto, farewell to Supercar Championship sponsor Virgin Australia and farewell to the factory backed Holden Racing Team. It's also farewell to Team Penske and triple champion Scott McLaughlin who left for America the following morning to prepare for his Indycar race debut with TP. What a year it has been...

RH





## CENTRAL REGION SPRINT SERIES 2021 UPDATE

Yes, that's right you read correctly! We have a new name going in to 2021 but we still keep our great sponsors. This is one of many changes we are undertaking to ensure this remains the best sprint series in New Zealand.

Changes or "upgrades" to the 2021 series include a new website that will have all the details, points, registrations and other goodies. For those co-drivers who regularly sit with the same driver we are opening up a new points system for a co-driver's championship, and also looking into a club points system so motivate a few more competitors out of the woodwork.

The name change is aimed to be more encompassing of the area we are based in and the clubs and businesses involved with the series. It will also be a more inviting entity for future sponsors to become involved with if they choose.

There will be a few minor changes to class requirements mainly around class A to allow for more 0-1400cc cars with various modifications to enter.

We will be continuing our key goal of making events easier for everyone by assisting clubs and competitors as much as possible. This series has been the perfect intermediate step between basic club sport events and rallying, which was proven at Rally Bay of Plenty with eight competitors being series regulars and four of them competing in their first rally's and all finishing with good results. The level of competition in our series is key to providing solid "training" events for those that want to go further into rallying, there is always something to cater for everyone and we are always looking for new competitors to come along and join.

As this is written we are putting together the calendar for 2021 to be sure to keep an eye on the new website or Facebook for updates.

A couple of people to thank before we move into 2021, Richard from The Engine Room Automotive, without his support this series would not be what it is today and Jase at A Little Bit Sideways, he has put in a lot of time and effort behind the scenes, with publicity through the magazine to creating our new website. If you're not subscribed make sure you do!

If you have any great ideas or would like to share your thoughts please feel free to contact us at [ersprintseries@gmail.com](mailto:ersprintseries@gmail.com) And follow our new website [www.crss.co.nz](http://www.crss.co.nz)

Cheers

Pete Weir





# KIWIS ABROAD

The Formula 3 Championship ended at Mugello in Italy on 13 September after the three remaining rounds were cancelled, but the FIA Formula 2 Championship continues as the support category for the F1 grand prix races. Round 10 was at Sochi preceding the Russian Grand Prix on the last weekend of September.

In Free Practice Kiwi Marcus Armstrong was an impressive 9th quickest and only 0.056 behind championship leader Mick Schumacher, in the Qualifying session the Ferrari Academy driver posted the 14th fastest lap that was 1.18 seconds off the pole time. In Saturday's 28 lap Feature Race Schumacher scored his second win of the series, beating Yuki Tsunoda and Callum Ilott to the flag, Armstrong crossed the finish line in 9th place and 26.9 seconds behind the young Schumi. Sunday's Sprint Race was red flagged after 5 laps following a massive crash involving two cars fighting for 4th place, they tangled and ploughed into the barriers at very high speed, coming to rest between the two layers of barriers. Both drivers were uninjured and quickly evacuated the scene before one car caught fire and was almost completely destroyed. The race wasn't restarted because of the significant damage to the barriers and the need for the main race to start on time, Guanya Zhou from China being declared the winner ahead of Nikita Mazepin and Schumacher who started from P10, Armstrong was in 14th position and 14 seconds off the lead when the race ended. The final two rounds will take place at the Bahrain International Circuit on 28/29 November and 5/6 December.



It appears that Armstrong's disappointing results have come at a big cost, the opportunity to drive a Ferrari Formula 1 car. In the week following Sochi three fellow members of the Ferrari Academy who have been contesting the FIA Formula 2 Championship alongside the Kiwi were invited to take part in a one-day test of a 2018 F1 car at the Fiorano test track - Mick Schumacher, Callum Ilott and Robert Schwartzman. This was ahead of planned practice outings at Grand Prix weekends, two of three young drivers having links to this country. Englishman Ilott contested the 2015 Toyota Racing Series where he finished 16th overall, Russian

born Schwartzman won the 2018 Series after scoring points in all fifteen races. For Marcus Armstrong his career may be back to square one.

In the NTT Indycar Series, last month didn't start well for Scott Dixon at the Indianapolis Motor Speedway's road course. In the first leg of the Harvest GP double-header weekend the Kiwi qualified 12th fastest, climbed as high as 5th, was 7th after the final round of pit stops before he pinched a brake at Turn 7 on the penultimate lap, running onto the grass and losing two positions to finish ninth. Championship rival Josef Newgarden closed the gap between the pair to 40 points after winning the 85 lap race and finishing half a minute ahead of the Kiwi. Will Power led most of the second leg, with the distance reduced by 10 laps over the previous day there was switch to a two-stop strategy. The two title contenders were further down the field than expected after qualifying, Newgarden was 9th quickest and six places ahead of Dixon on the grid. Power won by less than a second, Newgarden crossed the line 4th and Dixon 8th which meant there was now a 32 point difference with one race to come, the Grand Prix of St Petersburg in Florida, and unlike last year the final race would not carry double points.



2018 SpeedSport Scholarship winner Ronan Murphy returned to America to continue racing in the US Formula 4 Championship with three Rounds scheduled at the Homestead-Miami Speedway in Florida. Practice and qualifying was halted on the first day due to thunderstorms and lightning, Ronan starting the first race of the weekend from P8 after being 0.881 away from the pole time. On the wet track he crossed the line in 17th place 25.6 seconds behind the winner. The weather was vastly improved for Day 2, qualifying brought P12 but the race ended under caution after Ronan spun with less than 5 minutes to run in the half hour race, when the flag was waved the # 91 car was four laps behind the winner and classified as a non-finisher, being two laps less than the required 90% race distance.

Race 15 of the championship was Ronan's best of the two days, he qualified P13 less than 1½ seconds off the pole time and overtook five cars on his way to an encouraging 8th place, 9 seconds behind the winner and picking up valuable championship points with three races remaining at the Circuit of

the Americas in Texas. When the teams left Miami Hunter Reay had provisionally clinched the 2020 US F4 Championship title.

The Bathurst 1000 is the race that matters most down this end of the world, five New Zealand drivers being included in this year's field with Chris Pither representing the MCC. The first two day's (Thursday/Friday) practice sessions saw Cameron Waters topping the time sheets, initially from Jamie Whincup and James



Courtney, in the second session McLaughlin, Van Gisbergen and Heimgartner were behind the Tickford driver and covered by half a second. Friday morning's session saw McLaughlin leading the times from Bryce Fullwood and Lee Holdsworth, the afternoon Armor All Qualifying session ended dramatically when it began to rain with three minutes remaining as the top teams were fitting new 'green' tyres, at the top the order were Holdsworth, SVG, McLaughlin and Waters with the four cars covered by 8/100ths of a second! In Saturday's final practice a number of teams opted for both drivers to have track time, that session saw the Waters/Will Davison combination topping the time sheet from Holdsworth/Michael Caruso and Chaz Mostert, SVG/Garth Tander were 4th fastest. The all-important Armor All Ultra Top 10 Shootout saw Cam Waters maintain his exceptional pace, the only driver to post a sub-2.04 lap to claim pole position by 4/10ths from McLaughlin, with Mostert and SVG sharing the second row of the grid ahead of Holdsworth, Coulthard was P7, Heimgartner would start P14.

The Team Sydney duo were never far from the back of the pack, Alex Davison in the # 19 Local Legends Commodore was 18th and 19th quickest in the first two sessions and 1½ seconds ahead of Pither who was 23rd and 22nd. There were encouraging signs in FP3 with Davison 8th quickest and only 4/10ths behind McLaughlin but Pither was two seconds slower than his teammate. In Qualifying Davison was P19 (-1.36) and Pither 23rd (-2.32), the closest the Coke Commodore had been to the fastest time, in the final pre-race practice Team Sydney remained in the back half of the field with Alex Davison/Jonathan Webb 16th (-2.08) and Chris Pither/Steve Owen slowest of the 25 cars at -3.27 seconds. It raised the question, was the team holding back to preserve their engines for the big race? The answer would come after seven compulsory pit stops and 1,000 kilometres of racing.



Five NZed drivers started the final Supercheap Auto 1000, all five finished. At the end of a dramatic final 9 laps that included two Safety Car periods Shane Van Gisbergen claimed his first Bathurst 1000 victory and Aussie co-driver Garth Tander his fourth in their Red Bulls HRT Holden Commodore. The ANZAC pairing led from the halfway mark and crossed the line 8/10ths ahead of the Ford Mustang shared by pole sitter Cameron Waters and Will Davison with another second back to Chaz Mostert and Warren Luff to complete the podium. Fabian Coulthard/Tony D'Alberto were 4th ahead of team mates Scott McLaughlin/Tim Slade, Andre Heimgartner/Dylan O'Keefe placed 11th while Team Sydney's steady approach resulted in Chris Pither/Steve Owen finishing a lap down in 16th place, a gain of seven positions, and four places behind the sister car of Alex Davison/Jonathon Webb. Overall, it was a good day at the office for the Kiwi quintet, for SVG his day had a fairy tale ending...

For obvious reasons there was no Supercars Gala Awards Dinner this year, replaced by having the season's silverware presentations in the Bathurst pit lane following the race podium celebrations. Scott McLaughlin collected his third Supercar Champion Driver trophy, the Pole Position trophy and the coveted Barry Sheene Medal that's voted on by the major media outlets. The Shell V-Power Racing Team claimed the Champion Team award for the 3rd time in four years, the Champion Manufacturer of the Year was Ford, while the Supercar Driver's Driver Award went to Cam Waters who finished runner-up in the Driver's Championship. Very much a Ford year, though Holden did take out the 'Great Race', the one that's best remembered...

On the same weekend Scott Dixon was racing in the US, not his Indycar but a Cadillac. The event was the Motul Petit Le Mans 10 Hour race at the Michelin Raceway Road Atlanta in Georgia, a round of the ISMA Sports Car Championship. Dixon was joined by Ryan Briscoe and Renger van der Zande to drive the Wayne Taylor Racing Cadillac DPi-V.R, their car suffered electrical problems in the early stages that necessitated changing the battery, it was a quick stop that importantly kept the car on the lead lap. Towards the end it appeared the trio would have to settle for third place, but with 11 minutes to run the two leading cars came together and spun, handing victory to the 'Caddy'. The race certainly attracted the top drivers with Helio Castroneves and Alexander Rossi in the second placed car, Juan Pablo Montoya and Simon Pagenaud shared the third-place finisher. A win is a win ...



Second time. Scott Dixon's outright win in the Petit Le Mans race isn't the first time by a New Zealander. Three years ago our man Brendon Hartley was victorious in the 20th running of the high profile race driving a 3.8 litre twin turbo V6 Nissan Onroak DPi for the Tequila Patron ESM team with Ryan Dalziel and Scott Sharp as his co-drivers. Brendon qualified the car P3, 0.185 off the pole time - 'Sharp was punted into the gravel trap at Turn 10 towards the end of the fourth hour, but Porsche LMP1 star Hartley anchored a remarkable recovery for Extreme Speed Motorsports'. Their winning margin was 7.6 seconds...

Supercar at Bathurst one week, Indycar at St Petersburg the next for the 2020 NTT Indycar series finale. Scott McLaughlin flew out of Sydney to Los Angeles the morning after the '1000', from LAX it was to Mooresville in North Carolina to prepare for his Indycar race debut. Two days in the Team Penske simulator and there would have been lots of advice from his three new teammates, defending champion Josef Newgarden, Simon Pagenaud and Will Power to draw on.



In the single morning practice session on the picturesque St Petersburg street/airfield circuit Scott finished the session an impressive 10th quickest despite a few mistakes as he got up speed, he was only half a second off the pace with Scott Dixon six places further down the time sheet. In the afternoon Qualifying session things hotted up, there was a graze with the wall on Scott's final flying lap, his best time 1.01.640 and P21 on the grid, TP teammate Team Penske Will Power claiming pole with 1.00.312.

The 100 lap Grand Prix of St Petersburg was a history maker with two New Zealanders contesting an IndyCar race for the first time. Scott made his first pit stop on lap 13, by lap 35 he was running strongly in P17, but twelve laps later his debut race was over. When the race went green following the third Safety Car McLaughlin made a move on Marco Andretti at Turn 1, there was contact that put the # 3 Shell car into a spin and it was collected by fellow rookie Rinus Veekay who had started P9, the Dutchman's car landing on the nose of McLaughlins. The marshals separated the two cars, Veekay continued with a new nose cone and finished 15th, Scott became a retirement joining teammate Will Power in the Penske garage. Meanwhile Scott Dixon was driving a very smart race, after qualifying 11th quickest he knew how many positions he could finish behind Josef Newgarden to win the series, Dixon kept out of trouble in traffic, kept off the 'marbles', kept off the barriers and crossed the line third behind Newgarden and Patricio O'Ward to claim the coveted trophy for the sixth time. For 40-year-old Dixon delight, for McLaughlin disappointment, that's the nature of the sport.



A well-known NZ motorsport name won the second Indy Pro 2000 race that was on the undercard for the Grand Prix of St Petersburg. Hunter McElrea scored a 0.6 second win in the 17th and final race of the series, beating 2018 Australian Formula Ford champion Colin Kimensky. The previous day McElrea had finished fourth.

On the same weekend the premier race on the Intercontinental GT Challenge calendar took place in Belgium, the 24 Hours of Spa that was run in changeable weather with numerous Safety Car periods. Porsche 911 GT3-R models finished 1-2 separated by 4.6 seconds, sharing the winning car were Earl Bamber, Nick Tandy and Laureus Vanthoor. The final round takes place at the Kyalami Circuit in South Africa on 11/12 December with Bamber and Vanthoor heading the driver's standings. Bamber and Tandy previously combined with Nico Hulkenberg to win the Le Mans 24 Hour in 2015 driving the LMP1 Porsche 919 Hybrid.

It's been a very busy time for Kiwis abroad.

RH



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