

Manawatu Car Club Inc

Magazine

December 2020



RACE WITH US!



November has been hectic, from both a personal and work view, so I can only apologize that the magazine is a little later than usual. It is my fault entirely.

The stress involved with finally selling our property in Auckland and organizing making the big move back to the Manawatu happen at the end of November (without a home to go to as I write) has just added to the pressure of being busy at work. I didn't realize just how much "stuff" we had accumulated, all of which needed to be moved somewhere, although a very thorough cull went on and rest assured most of it wasn't car related!! Plus, we have been trying to work out how to deal with the animals which we want to bring down. Add in some rather awkward buyers and the stress levels have been pretty high. Uncertainty ahead, hell no, only opportunities if I can open my eyes wide enough to see them!!

Although I worked at the yard the weekend of the MG Classic meeting, I did make it over to the circuit on Sunday (my first time at this meeting for some years) to support Ian who was racing his XR8. And what a great meeting it was. Beautiful weather, a huge grid of Central Muscle cars, in fact BIG grids in every class, and superb racing, with MCC members featuring prominently. There are certainly some stunning race cars out there and even a wander through the carpark found some gems. Naturally I loved the F5000 cars, it was just like being back in the 1970's again – but now I am showing my age!! Unfortunately, there was a bit of carnage too as the handicap race format made it hard work for the back markers coming through such big fields, worst off being Craig Boote whose Mustang was very second hand after knocking out a fair-sized portion of the intermediate straight tyre wall. Good to see though that all the safety gear worked as it was supposed to, the V Force responded superbly, and he emerged relatively unscathed from what was a big hit. Geoff Boyden can relate to that!!

Sadly, I wasn't around to go and spectate at the ShowVember 2k20 drift event, which Jodie had so ably organized - too busy packing!! Jodie gained significant sponsorship from Archgola for the first time which enabled a great prize pool and some awesome promotional material. By all accounts it was epic. I promise I will get to a drift event as soon as I can.

Although I am working the first couple of weekends in December, I have entered in the first round of the Mitre 10 MEGA Summer Series in the MX5, it will be great to go for a blast again and blow away the cobwebs (mine and the cars!!).

So, this is the last magazine for the year. Despite our enforced break, it has been quite a year and a massive vote of thanks is due to the Committee who responded with their usual "think outside the box" enthusiasm to the impositions forced upon us, to enable events to continue (and in fact prosper). Well done team. Our leader Richie is as usual inspirational and dynamic, how he fits work into his full life I'm not sure!!

I also need to thank the contributors to the magazine for their input, especially our formidable patron Russell Harris. Without his amazing writing skills, the reading experience would be very short indeed.

Please take care over the Christmas break, enjoy your families and friends, drive safely and return refreshed for a new year of motorsport brought to you by the best Car Club in the country.

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

TW

Random shots from the MG Classic meeting



Above - It pays to use the appropriate protection



The plate reads OP LOCK. Clearly either too much or not enough in this case!!



DECEMBER

Saturday 12th Combined Summer / Winter Series Prizegiving & Xmas Party

JANUARY

Saturday 23rd TCR Championship race meeting

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

MARCH

Saturday 20th CRSS Pararorangi Road Gravel Sprint

APRIL

Saturday 10th Transpec / GT Oils Manfeild Open day

Sunday 11th Mitre 10 MEGA Summer Series Round 3



SANTA HAD RECEIVED A LETTER FROM A BOY CALLED MAX...
MAX HAD SUGGESTED SANTA'S NEW SLEIGH WASN'T HIS OWN DESIGN!!!



WISHING YOU A MERRY CHRISTMAS
AND A HAPPY NEW YEAR!



Manawatu Car Club
Memberships expiry on the
30th September 2020

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

It's easy to renew, just go here:

<https://manawatucarclub.org.nz/product-category/renewmember/>

RACE WITH US!



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Your 2020 Committee:



Jill Hogg



Noel Beale



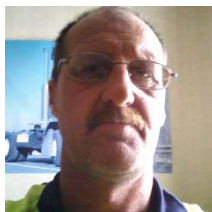
Jodie Bell



Greg Browne



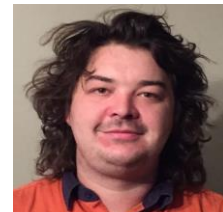
Gareth Stanley



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 sit here thinking “where the hell has the year gone...” like many of you I guess, but I have never felt like a year has gone this quick before. Every time I have had to sign myself into a business premises somewhere, I always look at my phone for the date (as I can never remember what it is) and I am amazed that it is always a lot further down the track than I thought it was... a sign of getting old I guess?

By this time of the year, I am usually sitting here reflecting on the year and how things have gone, this year I have had no time for reflection yet as things have gone from busy to crazy in the world of Transport in NZ at the moment. Supply Chain issues, roading problems, driver shortages, are all adding to the ever-increasing frustration that this industry is feeling at the moment, and sadly we are losing some great people because of it as they are just plain burnt out and are now going to less stressful roles in completely different industries, which is sad. I know I am looking forward to Xmas so that I can just be present with the family without having to worry too much about what the problems of tomorrow may be.

2020 has been different in so many ways that I am not about to start listing them here. We have seen a massive shift in the way people interact on a daily basis that it truly feels like a whole new world out there some days, but we must adapt to this otherwise we will be quickly left behind.

Adapting is something that I am proud to say is what the MCC Committee did exceptionally well this year. While others were looking to find ways why they should not be running race meetings, we were solely focused on finding ways to run race meetings, sure everything was taken into consideration but when we came up against a hurdle that others find too hard to climb over, we simply bashed our way through it. I am honored to have worked along side these guys and girls this year, we have learnt a lot and we have had some tough conversations and have made some tough calls, and we are a better team because of it.

So Xmas is just around the corner, pretty much two weeks away as we finish putting this magazine together (yes sorry it is late), whatever you are doing for Xmas this year just remember to take some time out for yourself and stop and smell the roses, and don't forget to tell those special people in your lives that you love them.

Thank you to everyone that makes this a very special club to be a part of, our awesome Sponsors and Volunteers, all of those competitors that raced with us this year, all of the families and friends that supported those competitors, or just turned up to watch one of our events, you all have had a big part to play in this year and what a special year it has been. Thank you!

Richie





NAME: Russell Harris

BORN: In Christchurch (some 82 years ago)

OCCUPATION: Recently Retired/MCC Magazine Contributor/Commentator

RACE CAR: Ferrari F2004 before I woke up, I was winning too

EVERYDAY DRIVE CAR: 1997 Ford Festiva Trio

DREAM CAR: 2000 Ferrari 550 Barchetta. No top, 5.4 litre V12, 485 bhp, 6-speed manual gearbox. Amazing sound. Have driven that dream. Now Ferrari SF90 Stradale

YOUR BEST MOMENT IN MOTORSPORT? Red hot laps in an Enzo Ferrari on Manfeild's long circuit, mind blowing

WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY? I was never sure

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

Peter Brock, Gilles Villeneuve, Michael Schumacher with Nigella Lawson doing the cooking

WHO WOULD YOU PLAY IN A MOVIE?

Patrick McNee who played John Steed in The Avengers with co-star Diana Rigg as Emma Peel in her slinky black leather outfit. I looked like Steed in my earlier days.

THREE WORDS THAT BEST DESCRIBE YOU...

Perfectionist, considerate, loyal

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

A Ferrari, a combination of style and sound

WHAT IS YOUR SECRET VICE?

Sorry, what happens on tour stays on tour

PEOPLE WOULD BE SURPRISED TO KNOW THAT...

I was an award-winning display artist

FAVORITE QUOTE...

If this doesn't turn you on, you haven't got a switch





GRID TORQUE...

JAROD CARRUTHERS PHOTOGRAPHY

Manfeild is in. It's finally been confirmed that the 2021 Toyota Racing Series will go ahead, but with only three rounds on North Island Circuits. In the last two weekends of January there will be back-to-back rounds at Hampton Downs, followed by a two-week break before the teams travel down SH1 to Manfeild Circuit Chris Amon for the third round on 12/13/24 February. It's now also been announced that the New Zealand Grand Prix will be run at Hampton Downs on January 24th, reviving the tradition of the 1950s/60s/70s when it was run at the first round of the International series.

Palmy is in. In mid-November General Motors Specialty Vehicles officially came into being by confirming its new dealerships across Australia and New Zealand. Many former Holden and Holden Special Vehicles (HRT) dealers on both sides of the Tasman make up the core of the fifty plus dealers in the new network. Palmerston North's Robertson Motor Group is one of the six confirmed GMSV dealerships in New Zealand with Blackwells in Christchurch the only South Island franchise holder, the others are in Auckland, Manukau, Hamilton and Porirua. The Chevrolet Silverado 1500 pick-up truck remains the only model available through the new operation, but the American-owned company has confirmed that the bigger Silverado 2500 pick-up and C8 Corvette sports car will be added to the line-up by the end of next year, however GMSV hasn't ruled out the possibility of more models from the GM range which includes Cadillac and GMC. Holden might have gone but there are still good and exciting times ahead for the General's loyal army of followers...



The young Murph going '86ing'. Auckland-based building suppliers Dayle ITM are expanding their motor racing involvement in the Gazoo Racing Toyota 86 category. Dayle ITM have confirmed that Ronan Murphy will drive a second car in the Best Bars Toyota 86 Championship that begins at Hampton Downs on 23/24 January and concludes 27/28 March at Taupo's Bruce McLaren Raceway, all rounds being run on North Island circuits. This month the 19-year-old will get his first taste of '86ing' in the second round of the Gazoo Racing Toyota 86 Mini Enduro series at Pukekohe Park Raceway on 5/6 December with two one-hour races. His co-driver is Chris van der Drift, one of this country's best all-rounders with a CV that includes two-time winner of the Porsche Carrera Cup Asia, winner of the International Formula Masters, competing in the

Formula Renault 2.0 Eurocup, GP2 Asia Series, Bathurst 12 Hour, Bathurst 1000 and a stint in the 'Black Beauty' A1GP single seater. Murphy and van der Drift car join the experienced Dayle ITM duo Christina Orr-West/Rowan Shepherd that had third and second placings in the first Enduro meeting at Hampton Downs six weeks ago. The '86' newbies are an interesting combination, let's see how they run...

It had to happen. It was always a 'beast', now it's a better more friendly 'beast', it's the new e Hummer, the pride of the GMC off-road fleet. General Motors created the Hummer H1 back in 1992, since that time it became famous through being a vehicle of choice by the United States Army and its extensive use in Operation Desert Storm. Production ended in 2010 but now it's back under the GMC name, GM's pick-up truck and SUV brand that's positioned as a premium alternative to Chevrolet. The Hummer is not only back, it's been electrified and remains a full all-terrain vehicle with a unique e4WD system named 'Ultium Drive'. Sitting on 35-inch tyres the Hummer EV is very stylish but has lost nothing in size or weight, under the floor is a 24-module battery pack that offers a range of 560 kilometres (the H1 burned fuel at the rate of 24 litres/100 kms or 12 miles to the gallon). The 6.2/6.5 litre Detroit diesel engines have been replaced by three electric motors with a theoretical output of 745 kW (1,000 bhp) and generating an extraordinary 11,500 Nm of torque, with the benefit of e-power it will hold its own in traffic light grand prix too with a 0-100 time of 3 seconds. It also has its own party trick; the all-wheel steering allows it to be driven diagonally in a mode called 'Crabwalk'. The GMC Hummer EV will go on sale in 2022 but can be pre-ordered next year, you will need to have a very big bag of greenbacks. If size is everything this EV will definitely rule at charging stations...



Real stunners. First it was Mugello in Italy, next it was Portimao in Portugal, two F1 circuits used as one-offs because of COVID-19, two fabulous circuits enjoyed by the drivers as a new challenge because of the corner variations and altitude changes that maximised the local countryside in their design. The Portugese Grand Prix dates back to 1951 when it was held on a street circuit at Monsanto Park in Lisbon, the first F1 race was held at nearby Boavista where the circuit was created through the town and included sections of cobbled streets and tramlines! The new Estoril circuit near Lisbon hosted the GP from 1984 until the final race in 1996, reinstating the race and moving it to the Algarve International Circuit was a Liberty Media masterstroke, with 15 turns it was opened in 2008 and this year was also included on the MotoGP calendar for the first time. The opening lap of the F1 race had to be seen to be believed with Kimi Raikkonen starting

P16, losing a position when the lights went out, then crossing the line in 6th place after a series of sensational overtakes, in-part because of the circuit's design (google his in-car camera). Both Mugello and Portimao deserve to be on the 2021 calendar but they won't be, it's back to those clinical Herman Tilke circuits. If only the drivers had a say...

Roadsters are back in fashion. The latest head turner to emerge from Woking in England is the McLaren Elva, which leads to the question who or what is Elva? Go back 65 years to 1955 when Englishman Frank Nichols formed a company to build low-cost sports and racing cars that wore a badge with the name 'ELVA' - it wasn't anyone's initials or abbreviated name; it was the English translation for the French phrase 'elle va' (she goes). Over the following years Elva built a number of small capacity cars for the track, both front and rear-engined sports cars and Formula Junior. Their most successful road car was the attractive Courier two-seater with 500 units leaving the factory, in 1964 Elva produced the stunning mid-engine GT60 that used a 2.0 litre BMW engine, sadly only three were built. Elva enjoyed considerable success on racing circuits in America, Britain and Europe and at one-time the factory driver was the legendary Archie Scott-Brown, but where does the McLaren link come from? In 1964 Bruce McLaren acquired the well-known 'Zerex Special' sports car that had enjoyed great success in the USA and won the 1962 USAC Road Racing Championship driven by Roger Penske. Originally it was a Cooper T53 grand prix car fitted with a 2.9 litre Coventry Climax engine covered with two-seater bodywork, Penske replaced the four-cylinder motor with a 3.5 litre Traco-Oldsmobile V8. Bruce redesigned the chassis and raced the car under the Bruce McLaren Racing Team name as the McLaren M1A before striking a deal to re-establish Elva to build twenty-four street legal versions, now with a 340-horsepower lightweight aluminium 4.5 litre Oldsmobile V8 in the back. The M1A had a great thirst for victory in the USA and its success led to the 6.0 litre Chevrolet V8 engined M1B car that began the McLaren CanAm dynasty. The new McLaren Elva recognises that important link more than half a century ago, originally 399 cars were to be built with deliveries beginning before the end of the year, the production number later being reduced by 150 units to encourage exclusivity. The 'McE' is powered by the familiar 4.0 litre twin-turbo V8 pumping 559 kW (804 bhp) while an unusual feature of the body design is the 'Active Air Management System', the two-seater roadster has no windscreen and the 'AAMS' creates a turbulent free zone over the cockpit that is referred to as the 'oasis of calm'. The new McLaren Elva is 'elle va plus vite', she goes faster...



Many new names. Thanks to COVID-19 Formula 1 fans around the world have been introduced to many new grand prix names as dates and circuits have been shuffled to accommodate the calendar, a number at short notice. There's been Styria (Austria), 70th Anniversary (Great Britain), Tuscan (Italy), Eifel (Germany) and Emilia Romagna (Italy), the two Italian races being on circuits not previously used for F1. Add to those Portugal that returned to the calendar at the new Algarve circuit, the Turkish GP at Istanbul that was added to the calendar in August and last held in 2011, while the season ends with the new Sakhir GP that will be run on Bahrain's ultra-fast 'outer' circuit, 3½ kilometres long with 11 turns and expected sub-60 second lap times. Five 'new' circuits and back-to-back races, a true challenge for drivers, engineers and teams...

Third time lucky? The Emilia Romagna Grand Prix at Imola meant that Scuderia Ferrari were on home soil for the third time this year. The full name of the circuit is Autodromo Enzo e Dino Ferrari, surely a motivation for the Maranello team in itself, it's the circuit where the scarlet cars won eight times between 1982 and 2006, the circuit where Michael Schumacher won six times in eight years for the famous Scuderia. There was no third time lucky, Charles Leclerc finished 5th and Sebastian Vettel 12th. Imola was Round 13 of this year's championship, was that the problem...



End of the road # 1. Another prime seat has become vacant with the news Rick Kelly has made the decision to retire from racing after 19 successive Supercar seasons. Rick's CV is impressive, in 2000 he was runner-up in the Australian Formula Ford Championship and won the Australian Drivers Championship the following year driving a Formula Holden Reynard, 2001 was also the year that he made his Supercar debut with the Kmart Racing Team. Rick was a two-time Bathurst 1000 winner with Greg Murphy, the pair scored back-to-back victories in 2003 and 2004, two years later he won the Supercar Championship title after beating Craig Lowndes in a dramatic final

race at Phillip Island. Together with parents John and Margaret and older brother Todd, Kelly Racing was formed in 2009, the team that brought Nissan into the Supercar world in 2013 with the Altima and introduced talented Swiss woman driver Simone de Silvestro to the series. Last year Nissan terminated their backing and four cars became two when KR switched to Ford Mustangs for Rick and Andre Heimgartner. The stats show that Rick Kelly started in 55 8 Supercar races, 12 pole positions, winning 13 and scoring 57 podium finishes (10 times in the top ten). He's also remembered for 'importing' top Indycar drivers for the Gold Coast 600 endurance races, names like Scott Dixon, Alex Tagliani, Jacques Villeneuve, Marco Andretti and Graham Rahal come to mind. An outstanding Supercar ambassador, for Rick Kelly it's time to sit back and enjoy a 'Ned'...



End of the road # 2. The only race inducted into the Australian Motorsport Hall of Fame has gone from the Supercar calendar, the Adelaide 500. The South Australian capital city rejuvenated the F1 Australian Grand Prix in 1985 and was the race's 23rd location since the inaugural event in 1928 at Phillip Island, the Adelaide Parklands street circuit remained the venue until the race was relocated to Melbourne eleven years later. To fill the void for SA fans, in 1999 the Supercar 'Sensational Adelaide 500' was included in the calendar with Craig

Lowndes the victor. The following year there was a name change to the Clipsal 500 and in recent years another change to the Superloop Adelaide 500. A seven-year contract extension was signed in 2014 but with falling spectator numbers the event's viability came into question, this year's attendance for the four days was 206,350, the lowest figure since 2002, it was enough for the SA Government to pull the pin on its support with a year of the contract to run. Both the SA Government and SA Tourism Commission have said they will now put their backing behind The Bend Motorsport Park at Tailem Bend and Supercars will continue to race in Australia's 'Festival State'. Not an entirely happy ending for the City of Cathedrals that needed some sort of divine intervention to keep the race...

What's happening? Looking ahead to the new year, the planning that goes with a new calendar must be giving administrators and circuit owners plenty of sleepless nights right across the motorsport spectrum. This country's biggest overseas interest is our neighbours Supercar Championship whose 2021 calendar jigsaw is slowly coming together. Management says that the series will start in late February at Bathurst and finish late November at Surfers Paradise, but add that everything is subject to many uncertainties. On a positive note they have confirmed four dates that includes Noo Zeelan. Confirmed are Round 1 at Bathurst with two single driver 250km races on 27/28 February, the Australian Grand Prix at Albert Park 18/19/20/21 March and the Repco 1000 at Bathurst 7/8/9/10 October. The New Zealand round is set for 10/11 April which is not ANZAC weekend, ANZAC day is 25 April (public holiday on 26th) with no word on whether the venue is Pukekohe Park Raceway or Hampton Downs. That's what everyone really wants to know...

More on Gen3. The picture is coming together regarding Supercar's new chassis with provision being made for hybrid components, factoring in where they will be placed. Apparently, the existing transaxle will be used in the new car as it has an inbuilt capability to fit a motor-generator, but the design of the front section of the chassis has to include a cavity to take a significant battery pack. The visible external changes from the current cars will be a lower centre mounted rear wing, while the car's exhausts will exit through the front wheel guards to avoid being near electrical elements. However, it's not a given that the Gen3 Supercar will be 'hybridised' when it's introduced in 2022, it has to be financially feasible with cost containment high on the agenda. So Gen3 remains a work in progress...



Mr B's drives. Our racing scribe continues to test drive vehicles that make most of us very envious, including two seriously grunty SUVs, the all-electric Audi e-tron Quattro and the Mercedes-AMG GLC with its 600 horsepower 4.0 litre Bi-turbo V8 engine. With much lower prestige value, performance and price there's been the Renault Duster, a mid-size SUV with a 1.6 litre motor and built in Romania, there's also been a brief flirtation with the LDV eDeliver3, the Chinese manufacturer's all-purpose built electric commercial van,

fellow MotoringNZ journo Rob Maetzig did the road test, Mr B added to the written story. No doubt he will get behind the wheel in due course...

The enduro season is here. October ended and November began with the first round 2020 Toyota Gazoo Racing Toyota 86 Endurance Championship at Hampton Downs, two 1 Hour races. Race 1 was taken out by the combination of seasoned campaigner Daniel Gaunt and Tayler Bryant ahead of Connor Adam/Billy Frazer with Christina Orr-West/Rowan Shepherd completing the podium. Sunday's Race 2 was run on a soaking wet track, the conditions being so bad it was reduced to 50 minutes because of the number of stoppages! When the checker fell the Adam/Frazer car was in front followed by Orr-West/Shepherd, third place fell to Marco Giltrap/Simon Evans. Unfortunately, the possibility of the MCC being represented didn't come to fruition. The '86' Endurance Championship is not part of the Best Bars Toyota 86 Series, the second Enduro round is set down for 05/06 December at Pukekohe Park Raceway. A familiar face at MCC events, Billy Frazer showed he can produce the goods in a 'tin top' too...



GTRNZ too. It was Round 1 of the new 5 round GTRNZ series that saw club members competing in three of the four GT classes. In GT2 Brock Cooley topped the standings at the end of the weekend, fastest in Qualifying with the three races producing two firsts and a ninth. Struan Robertson's score read Q5, 3, 3, 8 and third in the overall standings, Simon Barry Q8, 10, 5, 7 and 5th overall. Sean Browne flew the club flag in GT3 in his Starcar, after Qualifying 6th quickest he had placings of 10th, 8th and 6th to be 8th in the class standings, in Group 4 Brian Hamilton is the defending champion and had a good meeting with a card of Q2, 3, 6, 6 and 3rd overall. Round 2 is at Pukekohe on 5/6 of this month with Manfeild Circuit Chris Amon hosting Round 4 on 13/14 February. Back on home ground for some...

Single appearance. Kiwi FIA Formula 3-star Liam Lawson took a long break in his homeland before returning back overseas to prepare for the coming season. During the break he found time for one race, the New Zealand Endurance Championship at Highlands Motorsport Park where North met South. Lawson shared the latest spec Track Tec Audi R8 with Scott O'Donnell, in pre-event testing he set an unofficial outright lap record despite it being his first time in a GT car, very different with a roof over your head and not being able to see the wheels! There was a practice crash into a barrier which meant missing the Qualifying session because the Audi was undergoing repairs which meant starting from Pit Lane. There were incidents during the three-hour race, Lawson clawed back several places in his final stint and crossed the line in third place, one lap down. Fellow 'tin top' rookie Hayden Paddon and ex-Formula Ford champion Jordan Michels shared a TRC-spec Hyundai i30 had a troubled race that started when the WRC driver punted a car off the circuit on the opening lap, that set the

tone of their race and the pair crossed the line in 13th place. Alex Riberas and Darren Kelly led every lap in the Heart of Racing Aston Martin Vantage to claim their second win of the Endurance Series, Greg Murphy and Dwayne Carter were 6th and 3 laps down in Carter's new generation AMG Mercedes GT3. The race was shown live on Sky Sport, more than three hours of living as a couch potato...

Single appearance turned into two. Liam Lawson obviously caught the 'tin top' bug, following on from his third place in the NZ Endurance Championship race at Highlands Motorsport Park he decided to have another crack in a 'tinny', this time a week later at Pukekohe Park Raceway, no new V10 powered Audi R8 this time, how about a 2K-Cup Toyota Levin! So young Mr Lawson has joined a select group of drivers who have raced the 1.6 litre 'japper'. The 2K Cup iRacing Sunday League had two 33-minute races, Lawson using his regular NZ number '30'. Matthew Payne beat Lawson in Race 1 by a margin of 2.9 seconds, the race probably being remembered for Lawson and Shane Van Gisbergen tangling on lap 10 that led to SVG's subsequent disqualification. Race 2 was a Reverse Top Ten that saw Lawson cross the line 0.110 ahead of Payne. Great stuff on what was a 'Funday Sunday'...



Only in Oz. At the end of October an imaginative and ambitious plan that started as a far-fetched idea came together following discussions between appropriate government and regulatory agencies, Sydney Airport closed Runway 16L/34R for an aptly named 'Launch Control' event. If you've flown in or out of Sydney it's likely that your aircraft used 16L/34R, it's one of the two runways that extends out into Botany Bay. The group of 48 invited VIPs and screened potential buyers were given the opportunity to drive the new eighth generation Porsche 911 Turbo S down the 2.2 kilometre long stretch of tarmac maxed out. To help the drivers achieve max the Porsche's 3.7 litre twin-turbo flat-six develops 478 kW (641 bhp), zero to 100 takes 2.7 seconds, zero to 200 takes 8.9 seconds, most of the drivers were able to exceed the 300 km/h (186.4 mph) target, 30 km/h short of what the Turbo S is capable. Authorities aren't so friendly on this side of the Tasman...

Remember this. Some will recall that in 2005 the Sydney Harbour Bridge was closed for five hours for Mark Webber to drive his V10 powered Williams over the historic landmark a week prior to the Australian Grand

Prix to promote the race, it coincided with the GPs 10th anniversary in Melbourne. The bridge handles 200,000 cars a day but was closed between 5am and 10am, the runs being shown 'live' on global television to an audience of 300 million people. A speed limit of 90 km/h was imposed but exceeded by a very wide margin.

'Thundering with 900 horsepower over that time honoured structure was an amazing feeling, the engine sound over the ocean was fantastic'. Six years later Webber repeated the stunt in Melbourne as part of the build-up for the 2011 Grand Prix, this time he drove his Red Bull racer several times across the 490-metre long Bolte Bridge at 9.45am on a Saturday morning. Following the runs he drove the car to meet fans at the nearby Dockland's Waterfront precinct. Could never imagine that sort of thing happening in Auckland...

New exhibit with a story. The Southwards Museum collection has many vehicles that you would describe as different, a recent arrival is a genuine American speedway midget racer that's nearly 80 years old. The car is a true classic and has undergone a full restoration, perfect to the smallest detail. Like many midget cars of its generation, it's powered by the Ford 221 cubic inch (3.6 litre) flat-head V8 engine that was produced between 1939 and 1953 and known as the V8-60. The driver was an American, Roy Richter who actually raced at Western Springs during the 1938/39 season in an older car, a man with an extraordinary story away from the track. After graduating from high school in the early 1930s Richter began his working career at the Bell Auto Parts store in Bell, a suburb of Los Angeles, which sparked his interest in motor racing, though he raced his real talent was building highly successful cars and producing racing equipment. In 1945 Richter sold his race car and spent his entire savings of 1,000 dollars buying Bell Auto Parts, he now owned America's first speed shop. He introduced Cragar custom wheels to the market but after a friend lost his life in a racing accident in 1946 he devoted more of his time to designing and producing safer racing products. There was a garage behind the store and in 1954 Richter began manufacturing his first Bell helmet, appropriately known as the '500', the Bell Helmet Company was formed and Richter's innovative thinking led to a series new concepts, the first full-face helmet in 1968, three years later the first full-face off-road motorcycle helmet, the following year came the first fire-retardant helmet, the first effective bicycle helmet in 1978, the 'Bell Biker', 12 months later the first lightweight composite material design. By then 63 years old, Roy Richter retired in 1980 but died in 1983 following surgery complications, what a legacy he left behind in terms of motor racing safety with many drivers/riders owing their lives to Bell Helmet products. If you visit Southwards Museum and



look at the # 33 midget racer, note the name on the instrument panel, Roy Richter, and remember the story that goes with it. Bell is the choice of Brendon Hartley...

A name returns. Next year Triple Eight Engineering Racing will sport a new livery on its two ZB Commodores, there will also be the reintroduction of a familiar name, Red Bull Holden Racing Team being replaced by Red Bull Team Ampol. The fuel brand has returned to the Australian market and had a highly successful past relationship with Triple Eight that goes back to 2005 when it was known as Caltex Australia, eight Bathurst 1000 victories, eight Drivers Championships and nine Team Championships. Supercar spotters would have picked up the Ampol stickers on the cars of Jamie Whincup and Shane Van Gisbergen that had been there since August. Did you spot it...

Remember those trials? The Ampol name has been associated with Australian motorsport for more than sixty years through the series of 'Around Australia Trials' that drew huge public interest, in reality the events only embraced the eastern half of the Continent but were extremely long and arduous, being run on a combination of tarmac and punishing outback dirt roads. They weren't an outright race, the winner was the car with the least penalty points lost, which meant co-drivers had to have exceptional navigational skills. The first Ampol 'AAT' was staged in 1956 over a distance of 6,500 miles (10,460 kms), starting at Bondi in Sydney the route



basically took the 113 starters through Melbourne, Adelaide, Alice Springs, Tennant Creek, Mt Isa and Cairns before heading back to the finish in Sydney via an inland route. The winners were Wilfred Murrell and Allan Taylor in a Peugeot 403 by a margin of 137 penalty points, they received 5,800 pounds in prizemoney and a new car. There was a big variety of cars that started, the smallest a Fiat 600, the biggest a 3 tonne 1927 Rolls-Royce Phantom I driven by Mrs Blanche Brown. The Sydney grandmother with her crew of two finished 13th overall, 2nd in the over 3001cc 'big car' class and won the Women's Prize. Not surprisingly the big Roller was the public favourite...

More of the same. Such was the popularity of the Ampol 'AAT' another was run the following year over much of the same route, but in the opposite direction, the distance was a slightly shorter 6,000 miles (9,600 kms). The prizemoney pool was increased to 14,000 pounds, with the winner's cheque being collected by the drivers of a VW1200. In 1958 the distance was increased to 7,500 miles (12,000 kms) and the honours taken by a FE Holden, but it was six years before the next event. The 1964 the Ampol 'AAT' was slightly reduced in distance to 7,000 miles (11,200 kms) and was won by a Ford Motor Company entered Ford Cortina GT driven by Harry Firth, the same man who ran the Ford factory team and later the Holden Dealer Team, becoming known as 'the fox' because of his cunning. There was only one more marathon trial, in 1970 the route was 6,300 miles (10,200 kms) with ten stages, the event starting at Alice Springs in the Northern Territory and finishing in Sydney. This time the Ampol attracted international crews, 160 cars

started and 112 completed the arduous journey, remarkably two cars finished equal first with only 60 penalty points - the French crew of Jean-Claude Ogier/Lucette Ogier in a Citroen DS21 and the Kenyan/German duo Edgar Hermann/Hans Sculler in the Datsun Racing Team 1600 SSS, third place was taken by a Holden Dealer Team Holden Monaro HT GTS350 driven by Colin Bond with a loss of 76 points. Trials, so demanding and so different to rallying...

Mort's Museum. Matakana is a small historic town a one-hour drive (off-peak) north of Auckland, today it's one of those trendy getaway spots with vineyards, craft breweries, markets, boutique/craft shops and cafés. It's also the home of Mortimer Motorsport that three years ago opened its 3,000 square metre Museum and workshop facility on Matakana Valley Road. Warwick Mortimer is one of this country's motor racing characters, he first came to Manfeild in the early seventies to share driving duties with friend Dr Jack Drummond in a Holden Torana GTR XU1, he's remembered for the '1907' brand bottled water that comes from a source near Paeroa and enjoys a lucrative export market to America and Japan. In more recent times Warwick has appeared at circuits with BMWs, the most memorable being the E46 M3 GTR V8, we've also seen his 1972 McLaren M8E/F car that was campaigned in the 1972/73 CanAm Championship, 8.3 litres and 825 horsepower. The McLaren is obviously the museum's main attraction but it shares the carpeted floor with some interesting machinery that includes a 1969 Surtees TS5 Formula 5000, a 1984 Maki F101 Formula 1 car that was a Japanese hope with a Cosworth DFV engine that proved to be overweight and fragile, there's an ex-Alan Grice Holden Commodore and the 13B peripheral port Mazda RX7 driven by Yoshimi Katayama. Add to the list a Shell Ultra Ford Sierra Cosworth carrying the famous # 17 and the unique 1984 Group C March 84G Mazda (refer MG # 35 Retro). There's a lot of interesting viewing in Mort's shed...



SVG rules The Ridge. On 15 November the eagerly awaited Repco Battle Jacks Ridge drew an entry of sixty drivers with a desire to conquer the 2.2 kilometre ralliesprint course created by Andrew Hawkeswood on the family farm. The first challenge was to make the Top 32 cut, then the Top 16, the Top 8, the Top 4 with the two remaining drivers contesting the final after 58 were eliminated. Out early were Spencer Bourne (P58) and Joe McAndrew ((P40), the Top 32 saw Robert Van Gisbergen (P31), Neil Allport (P28), Greg Murphy (P19) and speedway midget star Michael Pickens (P18) out, host Andrew Hawkeswood (P16) was the big name eliminated in the Top 16. With the pressure increasing pre-event favourite Hayden Paddon rolled his 700 hp Hyundai i20 in the Top 8, his only reward was setting the FTD at 1.19,930. Paddon was joined on the

sideline by Emma Gilmore (P6), four cars left and it was Matt Summerfield and Jack Hawkeswood who bowed out leaving Phil Campbell and SVG to contest the final. The driver with the faster time had the option of going first or second, SVG opted to go first. Fitting new tyres he pulled out all the stops in the Team RallyArt Mitsubishi Mirage AP4, the clock read 1.20.047 at the end of a stunning run with 100% commitment. Driving a Ford Fiesta AP4 Campbell recorded his fastest time with 1.21.626, he came up short by 1.579 seconds to receive the trophy for second place. Victory for SVG to back up his win in the Classic class in the City of Auckland Rally the previous day driving his father's Ford Escort RS1800, an impressive double. 'Right from the



start we were up the front. I had new tyres for the last run and it was hooked up. Doing fun events like this, one-offs, is what I'll keep doing, I love it. The crowd was stacked, it was super cool, they had as many people as they were allowed, it was really enjoyable'. A great ending to a difficult 2020, triumphant at both Jacks Ridge and Mount Panorama and holding the Peter Brock Trophy aloft. Hopefully 'The Giz' will return next year to defend his title...

More serious fun on the dirt. Mr van Gisbergen and his getting-more-famous # 97 were to return to the ¼ mile oval at Western Springs Speedway later this month for the first time in fifteen years. Back then SVG was a young rising star in the three-quarter midget ranks, this time he was to be playing with the big boys, the real big boys, in the International Midget Grand Slam Series over Christmas. He drove his car for the first time at Bay Park Speedway the week following the double-header rally/rallysprint weekend in Auckland, finishing 9th in the 20-lap feature. Speedway is only left-hand turns, but they are taken at very high speeds with the car sliding on a sometimes greasy track with the concrete barrier millimetres away, that's exciting stuff. Sadly the plan was scuppered when SVG's boss Roland Dane gave him a big thumbs down. What a shame...



F1 Safety Cars to share duties. Over the years Formula 1 has used a number of makes as Safety Cars - Lamborghini, Porsche, Ford and Fiat, at the 1994 Japanese Grand Prix they used a Honda Prelude! Since 1996 providing the Safety Car has been the exclusive domain of Mercedes AMG, but that is changing next year with the duty being shared between Mercedes AMG and Aston Martin, the latter being used for 12 of the 23 grand prix races. The current Merc AMG is a GTR powered by a 4.0 litre twin turbo V8 producing 580 horsepower with a top wack of 198 miles an hour, so

what will Aston Martin bring to the party, the race derived Vantage or maybe something a little more special? We'll just have to wait and see...

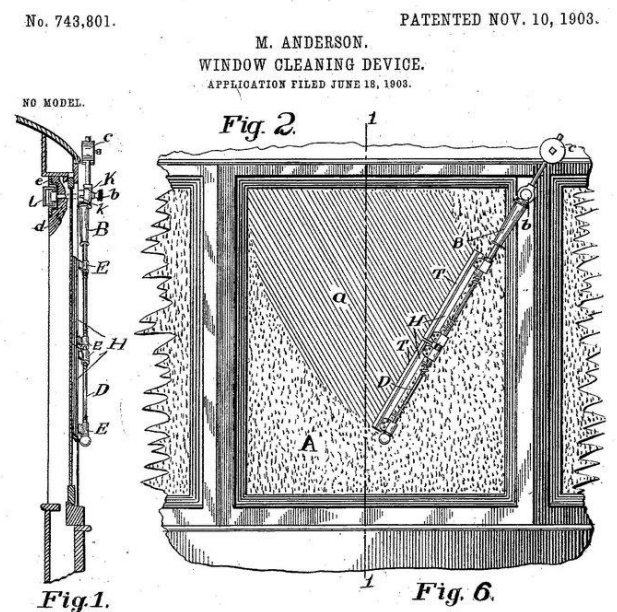
Another Amon Cup. On the other side of the world Motor Racing Legends has launched a new Ford GT40 one-make series for pre-1966 spec cars. There will be two races shared between Donington Park and Silverstone in the new year, each of 80 minutes duration. The driver with the best results over the two races will receive the Amon Trophy that honours Chris's 1966 Le Mans victory with Bruce McLaren, the Amon family are expected to attend to make the presentation. It will be interesting to find out how many pre-1966 Ford GT40's exist...



Same flashing lights, different wheels. Following an extensive evaluation process that included electric and hybrid vehicles, the New Zealand Police have made the decision on the replacement for the fleet of Holden Commodores, and the winner is the Skoda Superb Station Wagon. Currently used in more than thirty jurisdictions in Europe and the United Kingdom, the Skoda is environmentally friendly and will bring significant reductions in the Police fleet's carbon footprint. There will be two models, the 162 kW 2WD and 206 kW 4WD, eventually there will be 2,000 Skoda primary response vehicles with deliveries around 400 a year beginning next April. The choice of Skoda is a most interesting one...



Imagine life without the humble windscreen wiper. Difficult yes?? The idea is believed to have stemmed from one Mary Anderson in America who observed how difficult it was for a streetcar driver in New York to continually stop to clear snow from the screen so he could see where he was going. Her 1903 patent for a wiper operated by a handle inside the vestibule of the motor, and easily detached for summer driving, was received with scepticism. In fact, one manufacturer wrote back "Dear Madam, we beg to acknowledge receipt of your recent favour with reference to the sale of your patent. In reply, we regret to state we do not consider it to be of such commercial value as would warrant our undertaking its sale." This may, at least in part, be explained by her being a single, independent woman, very much in a man's automotive world. She lived until 1953 and certainly had the last laugh, seeing her invention become essential to every new vehicle produced. Recognition came in 2011 when she was inducted into the American Inventors Hall of Fame, only a few decades years too late!!



The Hogg Mazda MX5 has undergone a subtle transformation recently. With Alice Stadden now firmly entrenched in the driver's seat the car was spotted at the MG Classic meeting sporting a much more appropriate livery. The pink pig is still there clinging to the roll cage but the rear of the car now sports a very girly, glittery, sparkly, pink and silver paint scheme much more in fitting with its driver.



Happy birthday to you. A number of classics turned the big Five O during 2020, some of which have earned cult status, and some, well, let's just say they are not so fondly remembered. The Range Rover has continued to carve its place in the public conscience, the De Tomaso Pantera and Alfa Romeo Montreal are true classic supercars and the Mk1 Escort RS1600 is a properly sought after classic. The Toyota Celica (who remembers the original?) has been and gone after several different models and a change from rear wheel drive to front (but who can forget the successful 4WD rally car), and the Triumph Stag has outlived it's initial issues stemming from inadequate development to become a bit of a cult car. Once commonplace, the Hillman Avenger and Mk3 Ford Cortina are increasingly rare sights on our roads, despite selling in their thousands. And then there is the poor old Austin/Morris Kimberley, the big 6-cylinder Landcrab that was designed to take on the big Aussie cars. Lastly, who remembers the Bond Bug, that wonderful Tom Karen (Ogle Design) 3-wheeler personal transport vehicle. Luckily only a few managed to make it to our shores (there is an example at the Southwards Museum for nostalgia buffs!!)

Now that's a recovery. The outright Bathurst production car lap record was recently smashed by 2 seconds by amateur driver Jeff Morton in a Porsche 911 GT2 RS, leaving it at a remarkable 2.14.2. What is more astounding is the back story. Jeff was diagnosed with a brain tumour 10 years ago, the removal and subsequent treatment meaning that even when he was announced to be in remission he couldn't drive for over a year. Once he was cleared for the road, he set about regaining his competition licence, a process that took 5 years of health checks before CAMS would approve it. Returning to competition earlier this year, he thought the Challenge Bathurst sprint event lap record would be a cool target to aim for. The rest, as they say, is history





THE MG CAR CLUB,
WELLINGTON CENTRE Inc.

MG CLASSIC # 35 DEBRIEF



It was just like the early days with more than 300 competitors filling up the entire pit area and stadium. Ten racing categories with four of them strictly V8 engines, another including V8s. Practice and qualifying on Friday, 21 races on Saturday and 26 more on Sunday, the biggest MG Classic crowds in years. For Manfeild Circuit Chris Amon a nice follow-on from OctoberFAST...

For many years the timing of the event is done by Mark Timing and there is not a transponder in sight. Over the past 39 years Mark Rodgers has developed his own system that he operates by hand using two computer keyboards, he has timed events for 35 clubs at more than 400 meetings and recorded a staggering 1½ million laps. In this age of electronic wizardry it might appear to be third world, but it certainly works...

The numbers. Over 300 competitors meant there were some very big classes with only three having less than 20 cars on the grid, TranzAm (7), Formula 5000 (13) and NZ Sports Cars/Formula Libre/Open (17). Move on to the Historic Sports Sedans/Invited Allcomers (21), Historic Muscle & Saloons (23), Fast Classics (26), Classic 3 (27), Pre65/Mini Challenge (28), Central Muscle Cars (33), Historic Single Seaters/Formula Junior (33) and Class 2 Classics (35). Those are seriously good fields in anyone's language...

The unusual. As always there were cars that drew more than their share of attention, topping the list was the fabulous CRC Algie Alfetta that was created in 1977 and driven by Angus Fogg, also in the Historic Sports Sedans/Invited Allcomers field was a rare 1976 Ford Mustang Cobra II, an outrageous 1974 Morris Marina repowered with a 4.6 litre Rover V8 driving the wheels through a M22 'rock crusher' gearbox and Jaguar XJS differential. The Historic Muscle & Saloons grid had a 1970 Plymouth Barracuda with a 7.6 litre Hemi V8 under



the hood, the Pre65s saw the return of a black 1962 Austin A40 Farina to the track, a reminder of the late Kerry Grant. Stephen Armstrong's tribute Group C Mazda RX7 in the Peter Styvesant livery raced by Allan Moffat in 1982 was a standout in the Fast Classics, so was Warwick Mortimer's Shell Ultra Ford Sierra Cosworth RS500. In the Class 2 Classics there was a 1968 Mercedes-Benz 280 CE and a 1974 Leyland P76 that Clyde Walters drove like it was a Ford Escort RS1800 rally car in the Final farewell Memorial 8 lapper that ended the weekend, lots of sideways! Unfortunately there was a 'no show' that would have stolen the whole show, the irrepressible Jim Dodunski had entered a 1970 Chevrolet Suburban oversize SUV pushed along with a 5.7 litre V8 donkey. In a word, insane...

Long oil trail? Angus Fogg's Ford Mustang let go big time on the Intermediate Straight on the first lap of the first Central Muscle Cars race when a conrod broke and did untold damage, leaving a gaping hole where there shouldn't be one. The stricken 'Black Beauty' was towed back to the pits via the lane between Higgins and Turn 1, through the esses and the return road, down pit and back to his garage leaving a very long trail of lubricant. A lot of time was lost spreading lime on the black gold to resolve the situation. What was learned? Check if all the oil has drained out before towing the car on the circuit, better still, use a recovery vehicle. Foggy wasn't out for the rest of the meeting, arch rival Dean Perkins offered his spare engine and it was fitted overnight. Mate helping mate...



Oh no! The CMC's third race was a Reverse Grid/Handicap that was red flagged at the end of lap 3 following a massive high-speed shunt involving several of the fastest cars on the Intermediate Straight. Cars made contact and were going left, right and centre. Craig Boote's mega Ford Mustang was turned around into a long slide and launched backwards into the tyre barrier (truck tyres in that section) in what was a massive impact that blew out a section of the barrier. The cars of Gary McKelvie and Angus Fogg suffered panel damage (maybe others?), the big loser was Boote, his immaculate '07' car was brought back to the pits looking a mangled mess, unrecognisable as a Ford Mustang. Not the sight anyone wanted to see...

Superman appeared in the high performance Allcomers class. One of the stars of the meeting was Daniel Gordon at the wheel of his seriously quick 1980 Datsun Sunny with a 2.0 litre turbocharged motor under the bonnet. It looks like just another club racer, but goes like a supercar. The # 88 Datsun shared the grid with Andrew Whittaker's latest Porsche GT2 RS Clubsport and the non-turbo Ferrari 458 Challenge driven by Sam McNeill. In Qualifying Daniel was a lowly 12th fastest with a best 1.37.39 which was more than 20 seconds off the pace. A few adjustments and there was a storming drive in the Scratch race with an eleven place gain to second place between the Porsche and Ferrari, the three cars covered by 0.78 in a thrilling finish. The first of the three Handicaps brought P5 just 4/10ths behind Whittaker at the line, Race 2 was 17/18, there was talk of a turbo rebuild before Race 3 where Gordon was back to his brilliant best and came home at the front of the pack more than a second clear of David Thomsen and Andrew Stewart, McNeill was 5 seconds



behind the winner in 5th but had the fastest lap, Whittaker was a DNS. At a meeting with lots of excitement, Dan was Superman...

Andrew Stewart had very good reason to celebrate after winning Race 3 in the Allcomers category, for Mr Mitre 10 Mega it was his first victory in the stunning 2.9 litre Esslinger repowered 1970 Datsun 1200 coupe. He missed the Friday practice/qualifying sessions so started from the rear of the 19-car field in the Scratch race, working his way up to 7th at the flag, the other three races were Handicaps. Fourth in the first 6 lapper followed by the all-important win by 0.95 over Richard Ransom in his Ford Mustang Cobra, the good run continued with third place in the final race and again ahead of the exotica. An outstanding combination of a 50 year old car with a modern speedway engine, very well driven with Andrew enjoying the benefits of 100% reliability. It was very good weekend away from Palmy's Mitre 10 Mega office...



For the first time a lady was on the F5000 grid, and alongside her brother. The siblings share similar racing backgrounds having come through the karting and Formula Ford ranks. The name of Michael Collins is now well known since his arrival on the 'Thundership' scene, the 24-year-old quickly becoming the man to beat in the McRae GM1 '004'. That car was handed to his older sister Anna with Michael driving the iconic Leda LT27 '001' driven Graham McRae to victory in the 1972 Tasman Series together with the UK and American Championships, both cars are owned by Alistair Hey. In her debut appearance at Manfeild Anna was 5.07 seconds behind Michael in qualifying, her score card was 3, 7, 3 and her best lap 1.06.55 compared to her brother's 1.03.58, the difference down to 2.97. Anna Collins is a young lady going places, fast...



There were thirteen Formula 5000 cars at the MG Classic, the name missing was Kenny Smith whose familiar La Valise Travel Lola T332 now resides in a Hamilton museum, included in the field were both cars that reside in Feilding. Kevin Ingram is really getting to grips with the Viceroy Lola T332, second quickest in qualifying behind Michael Collins and second behind the Cantabrian in the Scratch race, split by 2.3 seconds after six laps. In the innovative rolling start Handicap the pair crossed the line 4th and 5th but Kevin's third race ended after a single lap with gearbox issues. Tim Rush went home happy after good day in the Rush Collection McLaren M22, three races, three finishes highlighted by a close second place in the Rolling Handicap. The grid was impressive with four McLarens, six Lolas, two Leda/McRaes and the ex-Chris Amon Talon. Looked great, sounded great, despite the mufflers...

MCC member and former NZ Formula Ford Champion Sam McNeill made the trip down from Tauranga and had a busy weekend racing in two classes driving cars owned by Wellington businessman Tim O'Connor. First up was a TRS Tatuus FT40 that was built up from a brand new tub and entered in the NZ Sports Cars/Formula Libre/Open class. Settling into the car Sam was 4th quickest in qualifying, in the four races he was unstoppable but had to work hard each against Josh Donohue in a similar car, the narrowest winning margin being 0.77. Tim also had his Allcomers Ferrari 458 Challenge sharing the garage, regular driver Craig Innes set the fastest lap in Qualifying but a back injury put him out for the weekend, up stepped Sam who has previous experience in the car. Third in the Scratch race, then 9, 7, 5 in the Handicaps. A quick change, thanks Tim, and back to the Bay of Plenty...



Other double-duty drivers. Taranaki's Tony Annabell was also busy over the two days, running cars in both the Central Muscle Car and Formula 5000 groups. In the CMCs Tony's mount is a 1972 Valiant Charger, suitably repowered with a 6.7 litre V8. P13 in qualifying in a field where the quickest 20 cars were covered by less than 5 seconds and a best placing of 9th in the three races. Tony has owned his 1974 Lola T332 for three years but only took part in the Formula 5000 qualifying, he set the 11th fastest time but the 10 laps in the session were his only laps in the car because of mechanical issues. Angus Fogg and the famous Algie Alfetta Chev had 2 wins and a second in the Historic Sports Sedans/Invited Allcomers, but life wasn't so kind at the wheel of the well-known



black Ford Mustang Fastback in the Central Muscle Cars. A blown engine on Saturday, back on Sunday thanks to a 'loaned' engine before being involved in a multi-car incident that caused significant bodywork damage. Both deserved much better...

Time for a bouquet. To all the officials, the crew on the Level 2 bridge steering the ship, crash and recovery crews, flaggies, grid marshals, scrutineers, CROs and gatekeepers, THANK YOU for a tremendous effort over the three days. Special mention to the weatherman and those responsible for the handicapping. It was a massive weekend in every way...



Lunchtime treat. Following the traditional Sunday charity rides using cars provided by the Ford Mustang Owner's Club, there was a severe spike in the decibel level at Manfeild Circuit Chris Amon. The cause was Warwick Mortimer's unique 1984 Group C March 84G Mazda Group C challenger. March supplied seven 84G chassis to Mazdasport but the Mortimer car is the only turbocharged Mazda sports racer, featuring a twin turbo 13B peripheral port rotary that produces 500 horsepower. The car raced in the 1984 Fuji 1000 when it was driven by Yoshimi Katayama and Takashi Yorino, unfortunately there was a turbo failure on lap after 153 laps which forced the team to retire. It sure was a screamer...



TCR New Zealand

TOURING CAR CHAMPIONSHIP

At Round 2 of the Mitre 10 MEGA Summer Series, we will see the roll-out of the TCR NZ/ Super Production Touring Car Championship. After a false-start in 2019 and the disruptions caused by Covid-19, the class will finally emerge onto the NZ circuit racing scene, albeit via our humble summer club race meeting.

(From Wikipedia) 'A **TCR Touring Car** is a [touring car](#) specification, first introduced in 2014 and is now employed by a multitude of series worldwide. All TCR cars are based on 4 or 5 door production vehicles and are powered by 2.0 litre turbocharged engines. While the bodyshell and suspension layout of the production vehicle is retained in a TCR car, and many models use a production gearbox, certain accommodations are made for the stresses of the racetrack including upgraded brakes and aerodynamics. Competition vehicles are subject to [Balance of Performance](#) (or BoP) adjustments to ensure close racing between different vehicles.'

At present there are less than a dozen cars locally that comply with TRC NZ spec. To increase grids older Porsche Cup, Ferrari Challenge and FIA GT4 cars are invited to compete. This widens the choice of manufacturer and promises huge variety.

Round 1 will consist of 30 minutes qualifying and three 30-minute races, each with a compulsory pit stop to sit out a 'success handicap' devised by the class management. This should make the races close and entertaining.

Spectator admission is FREE. Be there to witness the beginning of the future of NZ touring car racing.

Photo credit Geoff Ridder.





MY DAY AT MANFEILD

Last year my Mum, my two sisters and I were involved in a car accident, a vehicle behind us hit us and pushed us forward into a truck. Luckily, we all walked away with no serious injuries. Fast forwarding to the present day and I find I get anxious when I go in a car with other people on the road.

I was given the opportunity to go round the track at Manfeild with Greg Browne. When we got there, I was so nervous to go fast in a car, so first Greg and I did one slow lap around the track in a race car and then we went out in a road car so I could feel the difference. After we had done a lap in the road car, I got a turn to drive around the track. This was scary but exciting at the same time as I had never driven a car before. We then jumped back into the race car and did a few fast laps around the track. I was really scared at first but I knew that Greg is a good driver and had so much fun in the end. I think this has boosted my confidence level for when I go for my licence, although I'm still nervous when travelling in a car on the road. I was very lucky to have this opportunity and hope I could do it again someday.

Jett.

Words from Mum

What an awesome experience! I am so grateful to the Car Club for allowing Jett to experience this. He was very traumatized from our accident and had told me that he wasn't going to bother getting his license when he was old enough. I think giving him the chance to drive a vehicle in such a safe and controlled environment has given him confidence and an understanding of driving. We are lucky to have a racetrack right on our backdoor step and this could be used as such a great resource for new drivers.

Thanks again to Greg and the Car Club!

Lisa



MAMI TURANGI VOICE

Late 2018 and the Legend had done its duty and was put out to pasture. Another steed was needed for the upcoming Mitre 10 Mega MCC Summer Series. They are too much fun to miss!

Facebook groups turned out to be the method of trouble this time. Given the reliable fun of the previous Hondas another one was in order. A DC5 Integra made itself noticed, pretty damn cheap considering. In fairness, it could only really be described as 'highly likely to turn out to be a piece of turd that had been thrashed within an inch of its life for so long it probably knew nothing other than abuse.' Sounded like more of a rescue project than anything else...

A few messages back and forth and yeah, it's a bit shady, but for some weird reason I reckoned I could save her. She was a fairly worn 'poverty model' Type S 2002 Integra. Someone started along the track of adding some go fast bits but didn't get very far. The ugliest front bumper arrangement I'd ever seen, but a Type R 6 speed manual gearbox and LSD fitted to the standard low HP motor. So, I figured even if I couldn't save it from the scrap heap, I could flick the gearbox for the money paid. Worth a trip to Turangi then, but definitely with the trailer in tow.

I get there and the car is every bit as ugly as the photos suggested. Hardly a straight panel on it, and the test drive, well...

On balance the gearbox and engine were strong so I figured I could iron out the other stuff like why the hell it wandered all over the road. The bugged steering rack wouldn't have been helping. So, onto the trailer it went.



Straight into sorting out the abuse related damage and malfunctions. I could tell from inspection the car had taken a hit to the front left corner, but wow, it was worse than expected! The replacement parts list

became steering rack, hub, rod end, bottom ball joint, and bumper stays/mount. Annoying but not too costly which was more luck than anything. Wheel alignment and that was the wandering Honda issue solved!

Next was nuisance stuff like a drivers' window that somehow escaped its runner! Not much use having a window that needed duct tape to stay in place.

Then comes the amusing but also concerning discovery in the glove box during clean up. A meth pipe hidden in a mobile phone case!? And an empty point bag under the seat!? Ok, I can see what's been going on here. Immediate jettison of all upholstery, carpet and other fabrics takes place! This one ain't going anywhere without a full hose down, on the inside!

After that little surprise the Teg was getting pretty close to hoonable. It got the same brake pads and oil changes treatment so any Manfeild excursions were more likely to be completed, and Summer Series here we come.

Out on track the Integra was capable but nothing stunning. The crappy road tires, 1260kg of mass, and 107kW of power made for a very standard sort of combination. A knock sensor issue that was causing intermittent power losses was fun to contend with, but overall, she had promise. The clincher was the close ratio 6 speed gearbox and the typical Honda handling. Given the car was going to do double duty on hill climbs as well, the decision was made to commit and take the mods further at the end of the Summer Series. The goal as usual, was bang for buck racing, with the whole project, including the vast array of part replacements required, still under \$3k.



Since that first season I've grown to really like the car, and she's had the 'next step up' changes such as roll cage, seat and harness, semi slick tyres, bigger exhaust and a good old rear wang! With some camber dialled into the front and rear and some adjustable suspension the Integra now handles amazingly neutral and is super fun in the corners. It brakes pretty strong as well which helps make up for the poverty spec motor. Keeping at the current level of modification has meant being competitive in SF Cup but also having a simple, reliable package that costs stuff all to run, and is always available for the next circuit day or hill climb.

Gareith Stanley



The 2021 season is coming together well, there will be lots of new things including the most important, our new name and home for all the information. www.crss.co.nz

This coming season will kick off in February with Hawkes Bay hosting Tangoio road, a regular sprint road and old rally road. March will see Manawatu Car Club hosting their first gravel event for many years (Pararorangi Road), it is an old sprint road that has a long history. April has Wanganui Car Club running Fordell Sprint (Matarawa Valley Road) but this time it will have a twist. Dust those lights off!

May will be a month off but some they will be attending a new initiative called CRSS Academy which is a day of learning how to drive faster, safer and setting up of cars. June will see a return to an all-time favourite, Tararua Road hosted by Dannevirke Car Club. And to wrap the season up we return to Levin Car Clubs Mangahao Dams Road with a prize giving after.

There will be more prizes on offer in 2021 with a point's championship for co-drivers who wish to participate and also for clubs to try motivate more of their members to compete. This will be open to any club whose members compete.

To register for our series or find any other information please visit our website, facebook or email us at ersprintseries@gmail.com

Thanks, Pete



OCTOBERFAST 2020



What a weekend for the two-day Manawatu Car Club event - two days with the temperatures in the low 20 degrees, 150 plus entries racing in 10 classes, 10 half hour qualifying sessions, 31 races, Super Trucks returning to Manfeild for the first time in 12 years, the biggest crowds in a very long time. It was a great weekend for the MCC thanks to a great deal of hard work and belief behind the scenes

OctoberFAST doubled as the opening round of the 2020/21 Hi-Q Components Formula First Championship and attracted an entry of fifteen cars. Missing from the grid was current champion Reece Hendl-Cox who has moved up to Formula Ford. Qualifying saw the entire field covered by 7.2 seconds, Chris Symon scored his seventh straight pole position by 0.38 over Liam Foster with a similar gap to Chris Greenwood. Zach Blincoe, Leo Scott, Hayden Bakkerus and Liam Nicholson were next and within 1.7 seconds of Symon's time. Speedsport Scholarship winner Dylan Grant qualified P11.

All three races were Scratch over 8 laps, in Race 1 Foster made a perfect start and led Symon by an astonishing two seconds at the end of the first lap, Greenwood was next followed by Leo Scott who had gained two positions, Nicholson and Blincoe. On lap 3 Foster had a problem at Higgins and dropped to third, next time round he was 7th, the throttle had jammed open and he was driving on the ignition switch! On lap 5 second placed Bakkerus had an 'off' at Turn 7 but quickly recovered to retain 4th spot ahead of Nicholson and the struggling Foster. The race ran out with Symon winning by 2.10 seconds from Scott with 2/10ths to Bakkerus who took Greenwood on the final lap, Nicholson and Foster completing the first six finishers. Post-race Bakkerus was excluded from the results following the technical inspection, Greenwood was officially 3rd and everyone moved up one position, elevating Blincoe to 6th.

During the break Foster had solved the throttle problem, Race 2 was a typical Formula First affair that saw



places continually changing before Foster took the win by 0.169 over Symon, third place was fiercely contested by three drivers who were never more than a few car lengths apart and charged to the line three wide on the track. The impressive rookie Blincoe got there by 3/10ths over Scott with another 2/10ths to Greenwood, Bakkerus was 6th, 9 seconds behind the winner.

Symon got his second win of the day in Race 3 after another 8-lap exchange with Foster, the gap at the flag being 0.43. Blincoe again impressed, following up his previous drive with back-to-back 3rd places, half a second behind Foster and 5 seconds ahead of Bakkerus. Half a second further back the battle for fifth involved three cars, Greenwood finally claiming the points ahead of Nicholson and Mason Potter, the trio spread by 2/10ths of a second. High quality racing that bodes well for the new championship, particularly with several exciting young rookies in the field.

There was a mixed batch of nine cars for the MWN Civil / Claudelands Automotive NZ Six / HQ races - half a dozen NZ6s, three NZ6 Trophy cars with a Ford Falcon mixing it with the Holden Commodores and a solitary HQ Holden. The NZ6 of Todd Prujean was the quickest in Qualifying, a session that ended with nine of the cars within 3½ seconds of each other, the smallest margin was 2/100ths. Not surprisingly the HQ of Paul Roberts was the slowest with a best lap 14.6 seconds behind the top time. Behind Prujean on the time sheet were Justin King, Brent Cooper, Janine Douglas and Sheryl Hanright with Matt Henney completing the top six, all covered by 1.31.

Race 1 was 8 lap Scratch with a split grid, the three Trophy cars of King, Douglas and Hanright being the front group with Roberts on his own at the back. It became a race between MWN Civil teammates Prujean and Henney after the NZ6s got past the Trophy trio, the pair split by 0.577 at the flag, Kayne Barrie and Cooper also got past the 'T' runners to take 3rd and 4th, next home were the Trophy drivers King and Hanright who were separated by 0.315 and eight seconds behind Prujean. Cooper's race was spoiled when he spun in Turn 7 after contact on lap 5.

There was a Split Grid for Race 2 with 45 seconds covering the grid, Roberts was first away with Prujean and Henny 25 seconds behind, the three trophy cars were another 10 seconds back. The venerable HQ needed a much greater start after being quickly reeled in by Prujean and Henney who went on to score another 1-2 result, crossing the line 1.83 apart with 3.3 seconds back to Cooper with King making his way up to 4th with an excellent drive and chased home by the tight group of Barrie, Peter Rine and Douglas. Hanright set the fastest lap at 1.22.412, half a second quicker than Prujean's best in Race 1.

Race 3 was another Split Grid with the cars in two groups separated by 10 seconds, the Trophy runners forming the second group and the HQ was a non-starter. The race had its dramas with Rine unable to get underway and both Cooper and Prujean having 'offs' that brought out the Safety Car. It was Sheryl Hanright who made the most of the situation and the Tauranga driver came home a full second ahead of the recovered Prujean with



Henney third and 8/10ths back. Barrie, Douglas and King completed the top six finishers.

If you enjoy Civics and Integras having a good old fashion scrap the Motul Honda Cup was made for you, three 8 lap races with different formats, twelve cars facing the starter. Qualifying was close, very close. Greg Spark was at the top of the sheet, Andrew Johnston was +0.131, Steve Hughes +0.232, Chris Hughes +0.259, Martin Dunn +0.884 and Oliver Gordon +1.644 - all twelve starters were covered by 9.9 seconds.

Race 1 was a Scratch rolling start affair with four cars fighting over the top placing. At the finish line Spark was ahead of Chris Hughes by 0.68 with Johnston 1½ seconds back in third, Steve Hughes missing the podium by 2/10ths, Dunn and Gordon were a distant best-of-the-rest.

A Top Ten Reverse Grid was used for Race 2, Dave Harker and Shane Hine shared the front row with Jason Weel and Mike Hoeft behind them. The race saw a great duel between Steve Hughes and Johnston who started P7 and P8 respectively, that ended with Hughes 0.69 ahead at the flag with a 7½ second break to Chris Hughes who had started P9, Spark worked his way through to 4th but was eight seconds behind the winner.

Race 3 was the Handicap, Steve Pound being first away with a 29 second advantage over David Harker, another five seconds back were Shane Hine and Kevin Hopkins. At the back Spark, Johnston, Chris Hughes and Steve Hughes were flagged away 70 seconds after the first car. In the closing laps there were lots of positional changes with a stunning last lap that saw the first eight cars covered by less than four seconds at the flag. Dunn claimed victory by 2/10ths over Hoeft, Hine held on for 3rd (+1.29) followed across the line by Johnston (+1.84), Weel (+2.53), Spark (+3.40), Steve Hughes (+3.71) and first away Round (+3.82), Chris Hughes had a DNF this time. Brilliant work by the handicappers.



There was a 13-car entry for the NZ Sports Car Racing, including two single-seaters, one a TRS FT40 in the hands of Geoff Harriman. Dean McCarroll set the qualifying pace with a best 1.03.292, Mark Galvin was 0.422 slower followed by yachtsman Grant Dalton's 1.04.62. Robert Hulme was best of the rest, 3.8 seconds off the quickest time, the full field covered by 17½ seconds.

All three races were 10 laps with rolling starts, Race 1 had three retirements on laps 2, 4 and 7, the last being Dalton who pulled onto the infield. As expected, it was McCarroll versus Galvin and the pair finished in that order split by 4½ seconds with 35 seconds back to third place Hulme and another five to Richard Kelly, only the first six finishers being on the lead lap.

Race 2 was the same format but more dramatic, twelve cars started, four finished and there was a red flag for good measure! McCarroll, Galvin, Dalton and Harriman all retired on lap six, with Galvin causing the race to be stopped after a mechanical problem that caused his car to catch fire when it stopped on the middle straight. Following the restart Hulme took control and won by 5.2 seconds from Kelly, there was a gap of 24 seconds to Steve Sharp in third with a struggling Peter de Joux nearly a minute and a half behind the winner.

There was no McCarroll or Galvin in the field for Race 3 that saw nine cars line-up behind the pace car. Dalton was back and his 3.2 litre V8 Radical was simply too fast with the big guns missing, his winning margin a massive 28.5 seconds over Hulme with Kelly a further 12 seconds down the track in third after holding out de Joux and Harriman, the trio covered by little more than a second. For Dean McCarroll the day's consolation was setting a new lap record for the category, 1.03.998, a lap average speed of 170.443 km/h.



The Super Mini Challenge / Khumo Pre65 category is in a very healthy state, twenty-two cars in four classes - Mini 7, Miglia and Open for the BMC 'bricks'. Conspicuous by its absence was the mighty Ford Thunderbird of Stuart Crosby, with the car side-lined awaiting engine parts from the USA, Stuart had an interesting replacement, a Volvo of 1970's vintage. In Qualifying Wayne Davies took the big Coby Chev Nova around in 1.19.814, 0.951 quicker than the Ford Mustang of Tony Elmiger, just 4/100ths slower was Kevin Townsend in his Open Cass Mini. Next on the time sheet were Nathan Murray, Shane Hobman and Cameron Tristram in the second of the Open Minis - the top six had two Davids and four Goliaths covered by 3.6 seconds, Jack Packer and Bill Robson followed.

There was a Scratch Split Grid for Race 1 with nine Minis the first group away, missing were Townsend and Mark Fourie, it was left to Tristram to defend the honour of BMC. An Open class Mini is quick, very quick, so the question was how many of the Pre65's could catch and pass the # 33 before the checker flag? The answer was three. Davies and Elmiger hit the front by half distance, then Murray made the move, the trio finishing in that order with splits of 9.9 and 7.05, Tristram was 28.3 behind Davies, a couple of seconds to the Packer Jaguar, a couple more to Robson's Miglia Mini.

Race 2 was a Handicap with Barry Sutton in his Humber 80 first away, Sam Nash and Crosby followed 15 seconds later, there was a long wait for Davies who had to give Sutton 71 seconds start. The race produced some good chases as the race headed into the final laps, one of the best involved Murray and James Cobham, EH Holden against Mk1 Ford Cortina. There were several positional changes before Murray overcame a 54

second start deficit to take control over the final one and a half laps to win by 3.6 seconds from Cobham, 7/10ths behind the Cortina was the Mini7 of Greg Gordon, Packer held out the storming Davies, followed by the very tight group of Graeme Lett, Elmiger and Robson, the first eight cars less than 11 seconds behind the winner. Good stuff.

Race 3 had the same format but the time lapse between the first and last cars away was a massive 103 seconds! It was an extraordinary 8 laps during which Wayne Davies really lit up the Chevy Nova, catching and passing seventeen cars to win comfortably by 10.3 seconds from the Crosby Volvo that finished a second in front of Mike Wallace in his Miglia Mini, close behind was a group of four covered by 8/10ths, led to the checker by Gordon followed by Lett, Robson and Errol Hamley in his Ford Anglia, 13 seconds from first to seventh, 2.6 seconds covering second to eighth. Very well done again handicappers, extremely well-done Wayne Davies.

Pre65 is a great category with its wonderful variety of cars from the era - Chevy Nova, Ford Mustang, MkI Ford Cortina, EH Holden, Vauxhall Cresta, MkII Jaguar, Ford Anglia, Volvo, Chev Bel Air Sport, Humber 80. Long may they live, and race.



The combined IRC SS2000 / K-Sports Sedans classes produced a field of thirteen with the K-Sports the majority by one. Familiar faces from the FAE Winter Series were Ryan Jury and Jamie Potts who topped the K-Sports qualifying times, Jury in front by 0.615, six of the class were covered by under four seconds, fifth on the time sheet was Warren Glassford who also ran in the BMW Open races. In the SS2000 Scott Carswell produced a best lap of 1.12.110 that was 1.2 seconds quicker than Jury's best, next was Brent Thompson with 1.15.845 that was the fifth fastest lap in the session and 2/10ths quicker than Brendon Murphy in his SEAT Cupra.

Race 1 was a Scratch 6 lapper that had Scott Carswell and Jury on the front row with Potts and Craig Buchanan sharing Row 2, Thompson and Murphy formed Row 3 to complete the K-Sport lockout. As the race wore on it became a three-car affair involving Scott Carswell, Jury and Potts with a big gap to Buchanan, Gary Carswell, Glassford, Murphy and Thompson. Not a lot of overtaking but there were some tight groups. Scott Carswell eased away in the final laps to take the flag 2.4 seconds ahead of Jury with another 1.5 to Potts, then a break of 15 seconds to Buchanan and Gary Carswell who was the first SS2000 finisher, next over the line were Glassford, Murphy and Thompson covered by 3/10ths but 25 seconds behind the winner, the latter pair being 2nd and 3rd in the SS2000 class.

There was a 9 lap Handicap for Race 2, Todd Carswell had a 7 second start over Nigel Patterson with both starting in the main grid with a one lap credit, when all the cars left the start they were covered by 35 seconds. The big guns really fired in this one, Scott Carswell had no problems overcoming his 35 second handicap and

headed the field home 2.41 seconds ahead of Jury who he had given a 10 second start with 1½ seconds to third place Potts, Buchanan was 15 seconds back and well clear of Gary Carswell and Glassford. First man away Todd Carswell finished at the tail of pack, 59.12 seconds behind the winner but on the lead lap, Patterson was one place and 10 seconds ahead.

Race 3 was another Handicap with the field down to seven runners. The first three on the grid sheet were missing so Phil Pieteron was first away, four seconds ahead of Gary Carswell with three seconds to Thompson and Murphy, seventeen to Potts, another sixteen to Jury and ten more to Scott Carswell, it was a toughie for the back markers. The field was down to six when Scott Carswell's Mazda headed for the pits after the first lap, Thompson comfortably overcame his 7 second handicap and overtook Gary Carswell on the final lap to win by 1.26 seconds with 4.8 to the fast-finishing Jury in third who had pulled back his 44 second deficit with an outstanding drive, Pieteron held off Murphy by 8/10ths to claim 4th with 7/10ths to Potts who was 11.6 behind the victor.



Fifty nine Bavarians entered for the meeting spread over three categories.

Sixteen BMW 2 litre class cars completed the qualifying session with Matthew Seddon the pacesetter, 0.6 ahead of Martyn Seddon with only 5/1000ths to Graham Ball and another 2/10ths to Andrew Sharp, the first four cars covered by 0.899, the first ten by less than four seconds!

Race 1 was a Scratch format that became a fierce 8 lap duel between Matthew Seddon and Ball, after numerous positional changes they were separated by 0.074 at the flag, more than six seconds back was Sharp in third place with Martyn Seddon half a second away and ten seconds clear of Ross Wilson and Ant Belsham who had started P5 and P6. Three cars finished a lap down.

Race 2 was the first of two Handicaps, Harvey Spaans and Neville Carpenter were first away with a five second start over David O'Connor and another five to Gary Dawson, the two Seddons and Ball conceded 70 seconds with Sharp starting 5 seconds ahead of the trio. Matthew Seddon became a DNF after two laps, Ball was the only one of the top qualifiers to make serious progress through the field, but his charge came to an end when Spaans had an 'off' at the Hairpin on lap 6 and the race concluded running under yellow flags. O'Connor led the field across the line followed by David Whitburn and Michael Kennedy, Ball was in 4th place with Carpenter and Ross Heffernan rounding out the top six finishers, like Ball for Sharp (P11) and Martyn Seddon (P13) it was what could have been.

The Race 3 Handicap had its own drama with three of big names retiring, Sharp, Belsham and Martyn Seddon, the latter did complete seven of the eight laps. Carpenter was first to start again, Ball started from pit lane 85 seconds later and fifteen behind the Seddons. Ball got caught in traffic on the penultimate lap and lost more than two seconds, taking the flag in 6th place and 5.6 seconds behind Kennedy who started 35 seconds ahead of him. Matthew Seddon drove an exceptional race to cross the line 2.10 seconds behind Kennedy, followed by Sam Dunstall, Whitburn, Ross Wilson and Ball.



The Dunlop BMW E30 class also drew a 16-car entry and produced a most extraordinary qualifying session with the quickest ten cars covered by less than one second! Casey Sturrock pipped Arron Crighton by 9/100ths to top the times followed by Dion Pitt (+0.150), Ayden Lamond (+0.393), Shane Dias (+0.535) and Lee Zeltwanger (+0.542), the next three cars covered by 7/1000ths. Unfortunately, those incredibly close times didn't quite translate to incredibly close racing.

All three races were over 8 laps, Race 1 saw the top ten finishers spread over 12.024 seconds. Sturrock beat Crighton home by 3.3 seconds, there was good duel a couple of seconds behind the pair with Zeltwanger getting home 3rd ahead of Pitt by 5/10ths with a similar gap between Lamont and Anthony Tork in the scrap for 5th and 6th.

Race 2 was closer but remarkably similar in some respects, Marco Giltrap finished tenth in both races, on this occasion the gap behind the winner being a marginally bigger 12.45 seconds. Sturrock made it two-from-two over Crighton by 2.74 this time, Zeltwanger was only 5/100ths away in third, nearly two seconds closer than in



the first race. Shane Geddes was 3½ seconds further back and had Lamont and Tork for close company.

Race 3 was the Handicap that had James Faulkner and John Thompson given a 10 second start over a group of four cars, down the back were Zeltwanger, Pitt, Crighton and Sturrock who gave the first pair 20 seconds, not a lot considering the field finished within half a minute in the earlier races. The handicapping was outstanding with the first six cars covered by 5.3 seconds, the next six all within 7.4 seconds of the winner. Sturrock, Pitt and Crighton worked their way through to 6th, 7th and 8th at the checker. Shane Dias started at plus 15 seconds, made his way to the front and won by 1.24 from Thomas Newton with James Faulkner alongside, 3/1000ths between second and third. The first three had a 3½ second break over Tork and Geddes who crossed the line little more than a tenth apart. Great watching thanks to the handicappers.

The BMW Open class had the biggest field of the weekend with twenty-seven cars on the grid. Andrew Nugent was easily the quickest in Qualifying, 5.2 seconds ahead of Grant Baguley, Barry Kirk-Burnand, Stuart Broadhurst and Martin Irvine who were covered by 7/10ths, close behind was Michael Dalmont in the familiar # 111 white 2002 Turbo, the fastest sixteen cars were in single digits behind Nugent.

One Scratch race and two Handicaps lay ahead. Race 1 was a thriller between the leading pair, Barry Kirk-Burnand had upped his game following qualifying, he made a great start from Row 2 and hustled Nugent over the entire race but fell short of winning by 0.25, Broadhurst was 8½ seconds back in third with Andrew Walker gaining four positions to finish 4th from Delmont and Matthew Stubbs. There was an unexpected ending to the race when top runners Martin Irvine and Grant Baguley were disqualified for a rule infraction.

The field was covered by 130 seconds for Race 2, Sebastian Noble being first away with Nugent last, giving 35 seconds to Barry Kirk-Burnand, another five to Broadhurst and a further ten seconds to Stubbs, Delmont and Walker, the last six cars starting from pit lane. Delmont retired after 1 lap and Steve Lawrence after 3 laps in an 8 lapper that had no shortage of excitement and interest from go to whoa. Nugent was outstanding in making his way through to third behind Warren Glassford who started plus 70 seconds and Brent Forman who started plus 65, the three covered by 1.9 seconds. There was a barnstorming final lap that saw fifteen cars take the flag within eight seconds of the winner, at the head of the chasing pack were first-man-away Noble, Nigel Patterson and Steven Kirk-Burnand. Of the big guns Walker finished 12th (+5.2) and Barry K-B 19th (+15.3), Baguley finished a lap down.



The Super Trucks were the main attraction, but many spectators would have gone home with mixed feelings. Six of the big rigs were entered, that became five after Friday's test day when one had a major engine malfunction, on Sunday another blew its turbocharger which left four trucks for the final race!

Qualifying suggested that the racing could be reasonably close, but it wasn't to be. Papakura's Troy Wheeler topped the times in his CAT, ending the session 1.2 seconds ahead of Malcolm Little's Detroit powered Freightliner with 0.012 to son Alex Little in another Freightliner that was CAT engined. The trio of Freightliners was completed by David West from Pukekohe who was fourth quickest 2.2 seconds behind the Lower Hutt father and son, another 1.5 to Hamilton driver Ken Rowe in a Volvo and 1.8 seconds to Steve Walling from Tauranga in his Mack, the six covered by 6.9 seconds.

Three of the races were 8 laps duration with a rolling start behind a pace truck, much more appropriate. Alex Little was out for the weekend after Friday's test incident, in Race 1 Wheeler took off from pole and was gone, there was no overtaking and they finished in the order Malcolm Little (+5.4), West (+14.7), Rowe (+30.4) and Walling (+37.7) behind the # 1 CAT.

Race 2 was a Reverse Grid and the 8-lapper was effectively over before the first corner after Wheeler charged down the inside using the grass to lead into Turn 1, the result was the same finishing order with Little fractionally closer to the winner (+4.8) with half a minute back to the other three runners who were covered by ten seconds, Walling being 44.8 behind the winner.

With Race 3 a Handicap could someone halt the progress of the Wheeler CAT? Walling and Rowe were first away, there was a 25 second break to West and Little and another 10 seconds to Wheeler. Again, a rolling start with a delayed split grid, it proved to be the best of the four races with intense interest as the laps ran down, Little leading with Wheeler chasing the Freightliner down. Further back Walling's race ended exiting Turn 1 on the final lap when the Mack's engine suffered a major internal haemorrhage, signalled by a cloud of white smoke from the exhaust and leaving a very long oil trail on the track. Little led with Wheeler right behind exiting Turn 7, but the CAT won the race to the flag by 0.680, three from three for Wheeler. West crossed the line 3rd (+30.4) followed by Rowe (+41.7).



In an interesting move, for the Flying Farewell the driver's sons were behind the wheel, Alex Little had a 5 second start on Craig Rowe, another 5 seconds to Tim Wheeler and another 5 seconds to Ricky West with the distance reduced to six laps. Regular racer Alex Little showed his experience by leaving the field in his wake, eventually winning by 38.3 seconds, while the second and third placegetters produced the sort of racing the crowd had been waiting for all day. When the checker fell Tim Wheeler was 1½ seconds ahead of Craig Rowe with another 5½ seconds to Ricky West.

The day was to end with a Super Truck freestyle 'expression session' but for a variety of reasons there was only one 'starter', but Ken West and his Freightliner became instant heroes and saved the Super Truck's flagging reputation. A brief smoke up exiting the hairpin then full-on smoke through Turn 7, onto the bitumen outside the judder bars and it was donut after donut, everything disappeared in the smoke and the crowd left the circuit happy with something to talk about and smelling of burnt rubber! Super Trucks have traditionally been all about spectacle, thankfully one provided it at the right time...

RH



RUSSELL'S NOTES

Special thanks to Kaye Flannagan, Jodie Bell, Phil Keith and Captain Richie who manned the gates prior to the arrival of the people from St Johns Ambulance and Eat Up New Zealand, there was a \$10 gate charge so they had to deal with both cash and Eftpos, the skipper had to make many trips to the gates to clear the bank notes! Jodie went well beyond the call of duty by supplying the excellent gatekeepers with food/beverage over both days...

Exceptional crowd numbers in the stands and wandering around the pit area where there was so much interesting machinery, and the number of 'village people' in their vehicles on the hill overlooking Turn 7 had also increased. It was all about the sensible pricing; ten bucks doesn't break the family bank...

The Formula Firsters had approval from MotorSport NZ for their 'rookie' drivers to have a yellow background for their number to make identification easier. A very good call that could/should be expanded to other classes...

During Saturday the light's system went AWOL and it was back to flags, a good memory test for the V-Force flaggies, the screen on the over-track gantry provided the other information. All was fixed overnight, and the flags put away until next time...

In the NZ Sports Racing Cars Dean McCarroll twice set a new lap record for the category in his Juno SSE that has a 2.0 litre Honda in the engine room. Geoff Harriman appeared with an ex-Toyota Racing Series TF50 in place of the well-known Formula Holden. More was revealed about Grant Dalton's Gen 3 Radical SR8, it's powered by a bespoke V8 motor that was designed and engineered in-house by the UK outfit using elements of the Suzuki in-line four-cylinder motorcycle engine. Capacity is 2.7 litres, output 321 kW (430 bhp), revs to 10,500, with the car tipping the scales at 725 kgs the SR8 has an exceptional power-to-weight ratio, 0-100 takes 2.8 seconds. By the way, Radical Sports Cars was founded in 1997 and is Britain's most prolific builder of sports racing cars...



When the engine of Steve Walling's Mack Super Truck hand grenaded, the Tauranga driver pulled off onto the esses outfield to await recovery. It gave everyone the opportunity to see Palmerston North recovery king Barry Parker in action with his magnificent custom-built 14-wheel machine based on a Peterbilt chassis, it was a simple and quick operation that was far beyond the capability of the regular crash rescue 4WDs. The Peterbilt name is not regularly seen on our roads, a Mr T A Peteman founded the Peterbilt Motor Company in 1929, primarily for the North American lumber industry. As time passed PMC specialised in commercial heavy-duty trucks and quickly established an envied reputation, today the company is owned by PACCAR and operates alongside its sister Kenworth Division. Peterbilt is widely regarded as the Rolls-Royce of trucks and has a famous one-word tagline, 'Class'...



How times have changed. For the older generation seeing the return of the Super Trucks would have brought back a few memories of that great era with names like Bonney, Hulme, Salter and Tulloch, the bright green McGinty's Kenworth with 'guest' drivers Neil Allport, Roger Freeth and Possum Bourne, makes like International, Scania and Bedford. There were big grids, they raced side-by-side, bumper-to-bumper and did power slides through the sweeping corners. Today it seems to be very different, competitor numbers are down, electronics have taken some control away from the driver, there appears to be no thought of 'putting on a show'. Spectacle is a vital element that's missing, it needs to come back...

Saturday's lunch break saw Manfeild Circuit Chris Amon taken over by drivers of Ford Cortina's and their variants who were celebrating the model's 50th Anniversary in Palmerston North over the weekend. On Sunday it was the turn of the Australian Car Club who enjoy regular outings. Both groups donated to the club's worthy charity, the Manchester House Suicide Prevention programme...

The pit scene after racing ended on Saturday was something special. Teams from the various categories in their groups enjoying a beer 'n barby in summer weather, all capturing the spirit of the meeting. It was a great sight with all the transporters, covered trailers and race cars, the one that caught the eye was an iconic Airstream 'travel trailer' aka caravan. They are a rare sight on our roads but have a great history that dates back to 1929 when Wally Byam designed and built his first Airstream, named after the way they moved 'like a stream of air' along the road. In the 1930's there were more than 400 'travel trailer' companies in America, by the mid-1940s Airstream was the only survivor thanks to its retro style and unique build using highly polished aluminium flat and rounded panels riveted together. Today Airstream is one of the world's biggest RV manufacturers, employing more than 800 people at its facility in Jacksonville, Ohio. The ultra-distinctive Airstream is a head-turner like no other and brought a real touch-of-class to the pit area...



RH



KIWIS ABROAD

There was no downtime for Scott McLaughlin as the month of October came to an end, a month that included the Bathurst 1000 and his Indycar racing debut at St Petersburg. In the days following the race in Florida there was flight to Indianapolis to prepare for the next phase of his American career, and the most important, the Indycar Series Rookie Orientation at the Indianapolis Motor Speedway.

It's a pre-requisite for first time Indy 500 drivers - 10 laps at between 205 and 210 miles an hour average, 15 laps between 2010 and 215 before finishing with another 15 laps over 215 miles an hour. Under the watchful eye of 'The Captain' (Roger Penske) the 27-year-old Kiwi ticked off all the boxes so will be a qualifier for the 2021 '500' at the Brickyard. "It took 40 odd laps to get flat, but I eventually did. You see a 90-degree corner and you're like no way can I go flat through there, no way. And then you just hope that it sticks, and it does". It seems a long time to the first race of the 2021 Indycar series on 05 March, the Grand Prix of St Petersburg, at least its familiar territory...



Ex-pat Kiwi Jaxon Evans has strong Manawatu Car Club links from the past, today he's another driver doing us proud by becoming a Porsche Carrera Cup winner on two continents, Australia and Europe. Jax won the Australian title two years ago and this year has been contesting the five round Porsche Carrera Cup France Championship, he had scored consistently high placings in the first four rounds and was fifth on the points table when he arrived at the Circuit de Barcelona-Catalunya in Spain for the season finale, two wins were on his agenda. Tyre degradation played an important part in both races, Evans looked after his tyres best and it paid off. He started P3 in the first of the two 30-minute races but dropped to 8th in the chaos at the first corner, from that point he picked off cars one-by-one as they struggled with their tyres to take the chequered flag, half the job done. Race 2 started dramatically with a major incident in Turn 1 involving several of the top contenders, when the Safety Car pulled off there was only 10 minutes of racing remaining! A clean start and Jax didn't wilt

under the pressure to cross the finish line with a 9/10ths advantage, two from two to claim the individual French title and securing the Teams Championship for BWT Lechner Racing. "I knew I had to keep my act together, make no mistake and bring the title home after I had a really bad start to the weekend with all my gear stolen from my rental car. It couldn't have ended any better than winning the championship."



Following the Barcelona success there was more good news when Jaxon got a call-up from Porsche to make his World Endurance Championship debut in the final Round, the 8 Hours of Bahrain, sharing a 911 RSR in the LMGT AM category for the Dempsey Proton Team. Co-driving with Khaled Al Qubaisi and Marco Holzer the trio had a trouble-free race, starting from P24 car # 88 covered 232 laps to finish 15th overall and third in class sandwiched between the two AF Corsa Ferrari 488 GTE Evos, Jax doing the final stint. The LMGT AM category provided very close racing with the first five cars on the same lap, five cars covered by less than 5.4 kilometres after 8 hours of racing.

In America, Ronan Murphy didn't have the same happy ending to his US Formula 4 campaign. The 18-year-old had a roller coaster debut season that had 18 Rounds (races), the Championship ending in October on two of



the USA's best known circuits. At the Homestead-Miami Speedway there was a mixed weekend, in Round 13 Ronan went from P8 to 17th, he wasn't a classified finisher in Round 14 but finished on a high in Round 15, going from P13 on the grid to 8th place, 6.4 seconds behind the winner and bagging four championship points.

There was an inter-state drive from Florida to Texas for the season finale at COTA, the magnificent Circuit of the Americas and three more races. Round 16 saw Ronan dropped a place from P13 to 14th and lap behind the leader, Round 17 saw car # 91 again a lap down at the finish, P15 to 19th at the checker. It was case of leaving best until last, starting from P17 in Round 18 Ronan worked his way to 7th, crossing the line

7.06 seconds behind the winner, an impressive eight position gain and more championship points.

Along the Championship trail there were driving errors, mechanical problems, getting the right car set-up, all part of the first-year learning process. In the Championship Ronan finished 16th in the standings in a competition that involved forty-one drivers, his three Crosslink/Kiwi Motorsport teammates fared much better and were second, third and fourth on the table.

Reflecting on the season there were highlights, one being in his race debut at the West Virginia Raceway that started in treacherous conditions, Ronan made up 13 positions in half a lap before the race was neutralised behind the Safety Car and there was a podium result at the famous Laguna Seca circuit.

2020 was a huge learning year in an extremely competitive category where experience counted, Ronan Murphy has no firm plans for the year ahead, does America remain on his radar??...

One comes home, another goes away. Ronan Murphy came home after his season in the US Formula 4 Championship, days later Ryan Yardley headed across the Pacific to participate in the same category with the same team, the Formula Pro US F4 Winter Series with the Crosslink/Kiwi Motorsport team. The 22 years old has considerable experience under his belt, he's a former NZ Toyota 86 champion and contested the 2018 Castrol Toyota Racing Series where there was a podium finish at Taupo before finishing 9th in the series standings, last year Ryan gridded for the first round of the Australian Formula 4 Championship at Albert Park and scored a podium finish. Each round of the Formula Pro US F4 Winter Series has two races, in last month's Round 1 at the Auto Club Speedway in California Yardley won both races with fellow NZeder Bailey Patterson scoring a second and third, the series continues at the Homestead-Miami Speedway in Florida. A great start for Ryan and Bailey who are Kiwis amongst Kiwis in the Land of Uncle Sam...



Messrs Dixon and Bamber were back in business on the same weekend but on the other side of the country for the Sebring 12 Hour. Scott Dixon re-joined Ryan Briscoe and Renger van der Zande in the Konica Minolta

Cadillac DpI V.R chasing his third successive Michelin Endurance Cup win with the pair after their triumphs in the Daytona 24 Hour and Petit Le Mans at Road Atlanta.

The car qualified for a front row start but the team was immediately put on the back foot when van der Zande was given a Drive Thru Penalty for holding back from the pole sitter at the start, later Dixon got a 'DTP' for passing under a caution and he was also behind the wheel when the car got hit and spun in Turn 10, limping back to the pits with lots of damage. The Wayne Taylor Racing Cadillac took the flag in 7th place after covering 341 laps, seven behind the winning Mazda Motorsport DPi - it was a result that saw Briscoe, van der Zande and WTR lose the championship by a single point! In the closing stages Cadillacs were running 4th to 7th when team boss Wayne Taylor made contact with the other Caddy teams to allow his car to improve its position to ensure winning the championship for the brand, 5th would have secured the needed points, but his request fell on deaf ears. So there was no third successive Michelin Endurance Cup win for Scott Dixon and his Sebring record remained six starts and crossing the line three times in P4...



For Earl Bamber the same weekend and the she same circuit was tinged with sadness, his final race as part of the Porsche GT Le Mans programme, the German maker will not contest the GTLM next year which means the category is likely to have only a four car field. The two-time Le Mans winner was the defending GTLM champion but the title had slipped away with Porsche unable to match the new mid-engine C8 Corvette for outright pace in the early/middle part of the season.

At Sebring Bamber ended up on double duty, driving both of the Porsche GT Team cars during the course of the race, he shared the # 911 RSR-19 with Nick Tandy and Fred Makowiecki, the # 912 car with Laurens Vanthoor and Neel Jani. When the class leading BMW Team M8 was forced out the two cars from Stuttgart went on to finish 1-2 in GTLM, at the line split by 9.025 seconds with Bamber behind the wheel of the second placed # 912 for the final stint, earlier he had completed a double stint in the sister car before reverting back to his regular drive. The win was a fairy tale ending for the Porsche factory who became first involved in the GTLM programme seven years ago, it was also a rare occasion when one driver stepped onto two levels of the podium

and left with two trophies for second and first!



Next year Earl Bamber will race full-time in the ISMA WeatherTech Sports Car Championship, contesting the GTD (GT Daytona) category with the newly formed Hardpoint EBM outfit, Team Hardpoint has entered into a partnership with EBM (Earl Bamber Motorsport) that is co-managed by brothers Earl and Will Bamber. The new team will operate from a new facility in the Motorsports Technology Park at Virginia International Raceway with a programme that includes GTD and the Porsche Carrera Cup North America. GT Daytona embraces FIA GT3 spec cars, and the grid will feature Acura, Audi, BMW, Ferrari, Lamborghini, Lexus, McLaren, Mercedes AMG and Porsche. Sounds exciting enough...

RH



THE HARTLEY FILES



Being firmly established with Toyota Gazoo Racing in the World Endurance Championship has given our World Champion and two-time Le Mans 24 Hour winner the opportunity to reflect on life following his leaving Formula 1 at the end of the 2018 season.

In a podcast interview Brendon acknowledged that he ‘bit off a bit more than he could chew’.

‘At the end of my time in F1 and finding myself in a situation where I wouldn’t be driving in F1, I had to find new opportunities so I really took on every single thing that I could. I was a simulator driver for Ferrari, I was a reserve driver for Alfa Romeo and I was doing endurance racing in LMP1 with SMP Racing. I took on reserve driver role for Toyota and then took on racing for them for the rest of the year. Then I took on a Formula E testing role with Porsche at the beginning of last season, and then I was racing for another team (GEOX Dragon) at the end of the year. I always remained optimistic that we could take on the challenge of beating the big manufacturers even if I was in one of the smallest teams on the grid. But it didn’t go as well as I would have liked and it came to an end. So right now, I’m only in endurance racing with Toyota. Ultimately, endurance racing is probably the form of motorsport I enjoy the most’.

The 2020 WEC ended in mid-November with the 8 Hours of Bahrain that signalled the end of LMP1, it was also time to bid farewell to the mighty Gazoo Racing Toyota TS050.

Twitter - *‘There will be mixed emotions in Bahrain. It will mark the end of the LMP1 era which I have loved so much, but on the flip side we are all excited about the Hypercar future. It’s the second race of the year for Bahrain so we all know it very well. I hope it’s a close fight between the two TS050 Hybrids’.*

Toyota’s main challenger Rebellion didn’t arrive in Bahrain which meant it was a race between the two TS050s for outright and LMP1 honours with the winner being crowned 2020 WEC winners. In FP1 the # 8 car was quicker by 0.492, in FP2 the # 7 car topped the times by 1.147, in FP3 # 8 was back in front by 0.102, over the three sessions the fastest LMP2 car was more than 4 seconds slower. Add into the equation the success



handicap where the # 8 car shared by Brendon, Sebastien Buemi and Kazuki Katayama would be penalised 0.54 seconds a lap, they were seven ahead on the points table but the penalty immediately handed the advantage to Mike Conway, Kamui Kobayashi and Jose Maria Lopez in the sister # 7.

The penalty proved to be the decider, both Toyotas had trouble-free runs, both had 10 pit stops, the # 7 took full advantage of the success handicap and led by a full minute at the 3-hour mark, the closest the two cars got was mid-race when debris on the track brought out the Safety Car, that bunched up the field but after the restart the lead soon built up again. When the 8 hours expired the margin had grown to 64.594 seconds, the success handicap was the equivalent of 142.02 seconds when the race ended.

The Conway/Kobayashi/Lopez combination gave Gazoo Racing Toyota their third successive win at Bahrain and back-to-back WEC titles, for the # 7 crew it was their first crown, and it was appropriate that the two Japanese, Kobayashi and Katayama, drove the final stint in their respective cars.



The race for third place was a much closer affair with four of the LMP2 4½ litre Gibson V8 powered Oreca's on the same lap, when the flag fell the Jackie Chan DC Racing entry was in front by 1.894 seconds after 247 laps, sixteen less than the two Toyotas.

Brendon - 'We knew that we were more than half a second down, so we really threw everything at it. On the average lap times we were good, but it was not enough today with the success handicap. Congratulations to Car # 7 who did not make any mistakes. They did the job and deserve the Driver's World Championship'.

Looking at the numbers, $0.54 \times 263 \text{ laps} = 142.02 \text{ seconds}$. The winning margin was 64.594 seconds, that's a differential of 77.43 seconds and shows the full effect of the Success Handicap system and how different the outcome of the race might have been with a level playing field. You have to play by the rules and in the end Brendon was five points away from a third WEC title.

Comparing the score cards of both cars - # 7 read 1, 2, 3, 1, 3, 1, 3, 1 while # 8 showed 2, 1, 2, 2, 2, 2, 1, 2 which made it four wins to two, some consolation was the # 8 crew winning the big one, the Le Mans 24 Hour.

Bahrain lowered the curtain on the LMP1 era in endurance racing, Toyota began its involvement in 2012 with the TS030, followed two years later by the TS040 with its improved aerodynamics and 4WD, then the TS050 that made its debut in 2016. The ultimate evolution of the earlier cars, the TS050 was driven by 11 different drivers in 34 races, scored 19 WEC victories including three in the Le Mans 24 Hour race, 16 pole positions

and set 15 fastest laps, the car was the major contributor to the 'TS' story in terms of success. In terms of technological advancement the most telling statistic is fuel consumption being reduced by 35% while lap times at Le Mans improved by 10%, completing the story is the TSo50 Hybrid setting the fastest ever lap around the legendary Circuit de la Sarthe, 3.15.3 recorded by Kazuki Nakajima during qualifying for the 2018 race.

The Toyota team's WEC overall statistics are impressive with 29 wins from 64 races, 26 pole positions, 24 fastest laps and winning both the Teams and Drivers championships in three of its eight seasons.

Facebook - *'The last race of 2020, and the final race of the LMP1 era. Thanks to everyone I have worked with and enjoyed success with over the years, lots of friends and nice memories made which I will cherish forever. We will miss than 1000 horsepower monsters, but on a positive note, Hyper car is coming'*.

New Zealanders took much more interest in Gazoo Racing Toyota and their TSo50 Hybrid when Brendon became involved as a reserve driver for last year's Le Mans 24 Hour and his subsequent full-time drive as the replacement for Fernando Alonso in the # 8 car. In his seven years competing in LMP1 driving for Porsche and Gazoo Racing Toyota, Brendon was in the winning car on 14 occasions, twice won the iconic Le Mans 24 Hour classic and twice crowned a FIA world champion, 2015 and 2017. That is why we are so proud of what he has achieved.

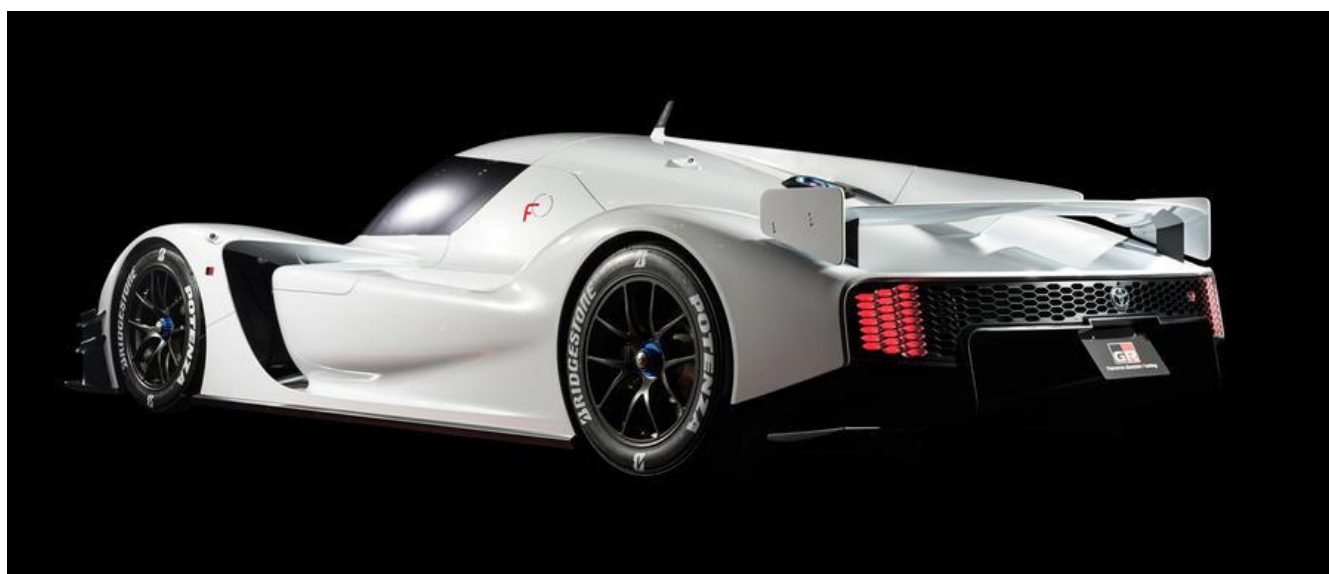
Preparations for next year's six-round championship are already under way with endurance testing of Toyota's new GR Super Sport Hypercar planned for the coming months prior to its race debut in the 1000 miles of Sebring on 19 March. A new era with new cars from Aston Martin, Alpine, ByKolles, Glickenhaus and Peugeot (from 2022) joining Toyota on the grid. The new LMH category sounds good, but will makes like Audi, Ferrari, Maserati, Porsche, McLaren and Lamborghini eventually come to the party.

Returning to the Podcast interview - 'I am looking to add a few more races going forward just because I have the time. Bathurst is 100 per cent something I grew up watching, so that is a race I would love to do one day. But it is not something that I'm actively pursuing. I have done a fair bit of endurance racing in the US in sportscars. I love the racing there, it's such a different style within the teams. I also did have a little bit of a taste of sprintcars maybe seven or eight years ago, and I loved it. And I would like to have a crack one day ... to jump in a car at the World of Outlaws or a midget at the Chilly Bowl. I am a really big fan of dirt racing. I am not claiming that I have the skills to do it, but I would love to just give a few different things a go and maybe it would be more for pleasure than for the career'.

2020 was a story of so near yet so far in the WEC, the # 8 car never finished lower than second in the 8 rounds and he further enhanced his reputation as one of the elite drivers in world endurance racing and one of the greats in this country's motor racing history.

Again, Brendon Hartley has done the Manawatu Car Club, the region and our nation proud, for that we salute him...

RH



PARTING SHOT



The MG Classic race meeting, known to many as the “Whittakers” after the previous sponsors, celebrated its 35th running this year. Over the years it has seen some superb historic cars running at Manfeild and always attracts big fields.

