

Manawatu Car Club Inc

Magazine

March 2021



RACE WITH US!

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

EDITORSPEAK...

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It's been a busy old month from my point of view, with lots of distractions along the way. Motorsport activities centred around the AGM and the Manfeild TRS round where Colleen and I were guests in the Manfeild suite. It's been a very long time since I have watched motor racing from the posh seats!! Thank you so much Kathy (Manfeild CEO) for the opportunity. It also provided a great opportunity to network with some of the past and present Board members in an informal setting and some interesting ideas and perspectives were put forward that deserve consideration. The actual racing?? Well, to be fair, watching half a dozen cars circulating for 20 odd laps wasn't exactly exciting and if I had been a paying member of the public I would have been hugely disappointed in our premiere classes. Best by far were the support classes, Formula First providing the close, cut and thrust racing it always does, the Central Muscle cars providing the noise and spectacle, with the RX7's and Porsches providing some big fields and close racing too. Why the six NZ V8 drivers didn't put their heads together and manufacture some racing to keep the crowd from falling asleep every time they appeared is beyond me, perhaps the egos involved are just too big.



The AGM saw just one change to the Committee, with a farewell to PJ and a welcome aboard Donna Whale. For the first time ever that I can recall No.1 (Richie) was left lost for words when he was surprised with the Farland Award for "going above and beyond". A richly deserved accolade, because boy does he put in some work both in front of and behind the scenes (more later in the magazine).

The distractions?? Talking to the amazingly supportive residents of Pararorangi Road and putting all the ducks in a row for the first gravel event the Club has run in a while (because everyone should know that the sealed bits are only there to link the gravel bits together); work which is showing no signs yet of slowing down; and a spot of gardening on the new estate – with a chainsaw !!

A couple of comments on previously discussed topics.

Laura Brown, the NZTA employee driving on an L licence for 9 years and charged with careless driving after causing the death of motorcyclist Lance Bell by turning in front of him, despite acknowledging she had seen him, came up for sentencing recently. The result was, in my view, totally inappropriate. The judge said it

was “impossible to know if having someone in the car with Brown would have saved Bell’s life” but that her actions were far from deliberate. “You were driving outside the terms of your licence. You misjudged it, it is far from deliberate”. Then he apologised for the fact she had lost her job and sentenced her to 200 hours of community work, a \$9000 fine and disqualification for 9 months. To my mind she made a conscious decision to turn in front of an oncoming vehicle. Period. That makes it an absolutely and totally deliberate act. A charge of manslaughter would have been far more appropriate. As for apologising because she lost her job, well Judge Jonathan Krebbs, you need to spend more time in the real world where actions have consequences. How jolly sad for her. She DELIBERATELY broke the law in direct conflict with the ethos of her employer, what the hell did she expect?? A pat on the head and told not to be a naughty girl?? She certainly deserves no apology.

And for the judge that granted a discharge without conviction and permanent name suppression to the Christchurch businessman who did exactly the same thing, turning in front of a motorcyclist he had seen, forgetting he had a trailer on, which the rider hit, killing him, I have nothing but contempt. He considered the low level of carelessness involved, the fact the defendant was a first offender, his full co-operation and remorse and said he was satisfied the consequences of a conviction outweighed the seriousness of the offending. FFS. Really?? He took a life. How much more serious can you get?? What if someone died on my property because I neglected to tell them that the big black bull was a mean bastard with big horns and would chase anyone coming into his paddock??. Could I get off scot free too?? Like hell, I’d have Worksafe, the police and so many other bureaucrats all over me like a rash. What sort of message are these decisions signalling to the community at large??

I make no apologies for being passionate about this topic, as a long-time motorcyclist I have witnessed the “sorry mate, didn’t see you” syndrome at first hand. Kiwis seem to be pretty piss poor at awareness of other road users, especially the more vulnerable, probably as a consequence of our fixation on cars unlike many European countries where growing up on scooters and bikes is part of the culture.

On a different tack, where did NZTA get their Maori moniker from?? Waka Kotahi literally means “single vessel”, or more poetically “travelling together as one”. Apparently, this embraces integration, affordability, safety, responsiveness and sustainability for the Government Department that struggles with to implement increasingly out of touch policy coming at it from about 10 different directions at once. I’d suggest it illustrates beautifully that they are up a certain creek and no-one on board the waka has the paddle!!

Sadly, another of the heroes of my younger days has recently passed away. Hannu Mikkola (along with fellow Flying Finn Ari Vatanen) had a profound effect on my embryonic interest in gravel bashing, and having the opportunity to watch him in a variety of cars when the WRC was hosted by little old NZ, and in fact earlier than that with the Heatway Internationals, was to see a master in action. He won the rally in 1973 in the Woolmark RS1600, again in 1979 in the Masport RS1800 Escort, was 3rd the following year in a Mercedes 450SLC and 3rd again in 1984 in an Audi Quattro A2 after a couple of DNF’s in the intervening years. I had the chance to talk to him at Goodwood on my last overseas trip and reminded him of the extremely high regard Kiwi motorsport enthusiasts had for him and his abilities. During the conversation I asked him when he would be back for another taste of Otago in an Escort. His response was that he loved our country, it reminded him of home, but that the long distance flights were simply not something he was willing, or able, to do. Such a genuinely nice, down to earth, man but when the special stage countdown started watch the horns grow!!

I was going to comment on the regional Land Transport Plan, but that can wait for next month. There are some very interesting statistics in that one that deserve exploring.

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

TW

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December

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52	26	27	28	29	30	31	

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MARCH

Saturday 20th Parororangi Rd Rallysprint CRSS Round 2

APRIL

Friday 9th Manfeild Test Day

Saturday 10th Transpec / GT Oil Manfeild Open Day

Sunday 11th Mitre 10 MEGA Summer Series Round 3

Saturday 17th Mitre 10 MEGA Summer Series prize giving

Saturday 17th 4 & Rotary Jamboree

Sunday 18th 4 & Rotary Jamboree

MAY

Saturday 1st Alfa May Madness

Friday 14th Manfeild Test Day

Saturday 15th Otara Road Sealed Sprint / Touge Drift

Saturday 29th Drift Tutoring – Back Track

JUNE

Friday 4th Manfeild Test Day

Saturday 5th Feilding Auto Electrical Winter Series Round 1 - Test Day

Sunday 6th Feilding Auto Electrical Winter Series Round 1 - Race Day

Sunday 20th Transpec / GT Oil Manfeild Open Day



JULY

Saturday 3 rd	Feilding Auto Electrical Winter Series Round 2 - Test Day
Sunday 4 th	Feilding Auto Electrical Winter Series Round 2 - Race Day
Saturday 17 th	Drift Tutoring / Practice – 3km Circuit
Sunday 18 th	Transpec / GT Oil Manfeild Open Day
Saturday 31 st	Drift Tutoring – Back Track

AUGUST

Saturday 7 th	Feilding Auto Electrical Winter Series Round 3 - Test Day
Sunday 8 th	Feilding Auto Electrical Winter Series Round 3 - Race Day
Saturday 14 th	Drift Tutoring – Back Track
Sunday 15 th	Transpec / GT Oil Back Track Autocross
Friday 27 th	Manfeild Test Day



SEPTEMBER

Saturday 4 th	Feilding Auto Electrical Winter Series Round 4 - Test Day
Sunday 5 th	Feilding Auto Electrical Winter Series Round 4 - Race Day
Saturday 11 th	Feilding Auto Electrical Winter Series Prizegiving
Sunday 19 th	Transpec / GT Oil Manfeild Open Day
Friday 24 th	Manfeild Test Day

OCTOBER

Saturday 9 th	Drift Tutoring – Back Track
Friday 22 nd	OctoberFAST!! Test Day
Saturday 23 rd	OctoberFAST!! Race Day
Sunday 24 th	OctoberFAST!! Race Day

NOVEMBER

Friday 5 th	Manfeild Test Day
Sunday 7 th	Transpec / GT Oil Manfeild Open Day
Friday 12 th	MG Classic Test Day
Saturday 13 th	MG Classic Race Day 1

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Sunday 14th MG Classic Race Day 2

Saturday 20th ShowVember

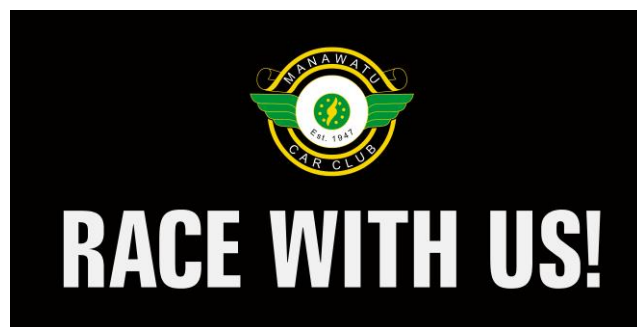
DECEMBER

Friday 3rd Manfeild Test Day

Saturday 4th Mitre 10 MEGA Summer Race Series Round 1

Sunday 5th Mitre 10 MEGA Summer Race Series Round 1

Saturday 11th MCC Xmas Party



TRACK 'N' YACK

7.00 - 9.00 PM

TUESDAY 9TH MARCH

ROSE & CROWN OLD ENGLISH PUB

TERRACE END, P.N.

SEE YOU THERE



FROM THE PRESIDENTS PEN



“What a difference a day makes...” A song popularized by Dinah Washington in the late 1950’s (yes I grew up in a house that played a variety of music, and yep I believe I know the words to them all...) In my case it was “what a difference a week makes...” but that would definitely not sound as good in a song. What I am alluding to is my last week at the National Road Carriers and my first week at Tracgrip Hydraulics and Engineering, yes I am working with my good friend, and ex-MCC Committee Member, Kerry Halligan. Kerry approached me some time ago and asked me to go and work for him to help him out and after a moments consideration I said yes. So my last week at the NRC was spent racing all over the country as we had the National Driver Appreciation Week on that week which saw us position ourselves at several sites around the north island handing out goodie bags and doing BBQ’s on the side of the road. It was a good week to finish on being able to say thank you to all of the men and women who keep this country moving. My first week at Tracgrip was quite different, back into the learning pit to once again extend the knowledge base and to see how I could help improve things. I walked away at the end of the week smiling and admiring the potential in the place... I love a challenge!

I also learnt something else over the past couple of weeks (it was actually a reminder of something that I learnt a long time ago), that was that you can’t please everyone all of the time, and, eventually people will show their true colors. My leaving the NRC brought about a few uneducated comments from people, who hadn’t bothered to ask me why I was leaving, instead they took it upon themselves to make up their own version of things, as I suspect my leaving didn’t really suit them I guess. So this brought about a few interesting conversations I can tell you, and as people will know I am pretty passionate when it comes to certain things in life, so you can imagine how those conversations went when those people decided to voice what they believed was the truth. The thing I found interesting it that I am always approachable, and you can always ask me anything, and about anything, and I will always give you an honest answer or my honest opinion, sure it might not be what you want to hear but that doesn’t make either of us right or wrong, after all it is just an opinion, so in this instance I was a little annoyed. So the main reason for me leaving the NRC and moving to Tracgrip after just over a year? Well the first thing is that I will be home every night, yes for the last 9 days as I write this I have been home at night with my family, which is something that I have not been able to do in a very long time (over 30 years) and that means the world to me and my family. The second reason was that a very good friend asked for my help, simple as that, and while you may think that this is strange, my friends also mean a lot to me and wherever I can I will always help them out, whatever the circumstance.

So yes I was caught out... I did not know that I was going to be awarded the Farland Award on the night of the MCC AGM. I spent the previous 20mins excited by the fact that we had just awarded Trevor Weir the Long Service Award without him knowing that he was going to get it, and when I then read out that there was going to be no Farland Award recipient this year and Murray Starnes corrected me, I was a little dumbfounded. I remember thinking as good friend, and fellow MCC Committee Member Greg Browne, started reading his notes out, that I would have to say something after receiving the award, and then my brain literally went “you’re on your own mate”, so I think I stood up and said “well” and then paused for about 10 seconds. What I said after that is a bit of a blur to this day but I do hope I conveyed what this club means to me and why I do what I do. If you weren’t there on the night, why I do what I do is as simple as this... It is for the many men and women that belong to this great club. I live my life wanting to make a positive difference in the lives of

everyone I interact with every day of my life. In fact, that last sentence is written down in a book that I have sitting on my desk at home, indeed it is right next to me as I type this, it also contains other things in it, pictures of the people I look up to, pictures of my family, pictures of the things that make me happy (yes a picture of Manfeild is in there), along with various sayings that I have written that help guide me through life, as we all get off track once and a while. I get satisfaction and enjoyment out of seeing others succeed and be happy in life, and if I can or have contributed to that in some small way, either directly or indirectly, then I am as happy as a pig in you know what. So I have handed out a couple of Farland Awards over the years, and to receive one was a very special moment in my life I can tell you, so thank you!

Thank you to all of those that attended the AGM, it was great to see a huge mixture of the generations of the club there. A big congratulations to the new MCC Committee, most of whom are returning from last year, and why not they all did a stellar job after all. A huge congrats also to Vice President Tim Wilde who was reelected unopposed for another 2-year term, it will be great to work alongside you once again P2. If you missed the AGM due to whatever reason, you can find my report, as well as the financial report, on our website at this address: [Club Governance – Manawatu Car Club](#)

So to the future of the club and what this year will hold... well you could say that we will have more of the same plus a few bonus things thrown in, along with a few exiting avenues to explore. As you saw with 2020, anything is possible, but rest assured your MCC Committee do not make decisions lightly, and always put in a huge amount of ground work before making those decisions, after all we are responsible to many hundreds of people, and we all want to make a positive difference to those people.

You will see that we currently do not have a "Meet your Committee" page established in the magazine, we are looking to update the photos on this page with more current, and dare I say it professional ones, so these will be in the next issue of the magazine.

We are also short of a Member of the Month this month, the two people I asked to contribute to this section this month both had unexpected things pop up and could not get their comments back to me in time for the magazine to head out, so apologies for that. Hopefully normal transmission will resume next month. On that note, if you would like to be the MCC Member of the Month then please feel free to email me and I will send you the questionnaire to fill out, just email me at president@manawatucarclub.org.nz

So to finish on, below is two photos of two very surprised (and happy) buggers, me giving Trevor the Long Service Award and Murray Starnes saying something (nice?) about me... thanks once again, it meant a lot.



Richie



Oops department. In the report on Round 2 of the Mitre 10 Mega Summer Series in last month's magazine there was a photograph of Paul Dewar's new NASCAR Chevrolet with the accompanying wording saying it was the Lumina model, wrong. The car has Impala SS badging on the Monaro body shell and has some serious history, being built by the famous Richard Childress Racing and driven by Kevin Harvick. In more than fifty years of racing RCR has scored more than 200 victories and won 16 championships, its best known driver being the legendary Dale Earnhardt who won six NASCAR Cup Series before his death. Mr Dewar has two cars with top credentials...

Stars in cars gone. No Van Gisbergen, Heimgartner, Murphy, Gaunt, van der Drift, the grid for Round 2 of 2021 Castrol Toyota Racing Series at Hampton Downs 'Toyota Festival' had a very different look about it, it also gave the opportunity for the young gun NZ drivers to share the podium. Practice and Qualifying ended with Matthew Payne topping the times from Billy Frazer and our man Kaleb Ngatoa who was 0.101 off pole, the seven cars covered by less than 6/10ths of a second. After the previous weekend's NZGP meeting Round 2 was a low-key affair with only two TRS races on the programme, the first a 25 lapper that saw Payne take the flag with Ngatoa finishing 5.25 back in 4th place, the second race was over 30 laps for the Dorothy Smith Memorial Trophy that honour's Kenny's mother. Payne was in a class of his own, crossing the line 14.78 seconds ahead of Ngatoa who got the better of a duel with Peter Vodanovich by 4/10ths, Vodanovich was disqualified post-race for a ride height infringement, elevating Tom Alexander to third, followed by Chris Volk who had his best result of the series, only five cars covered the full 30 laps. One round to go, how many cars..



Tough going. The Best Bars Toyota 86 Series continued alongside the TRS with the MCC's Justin Allen having another hard day at the office against the category hot shots. The FAE NAPA car was 7/10ths off the pace in Qualifying, Allen being 7th quickest and one spot behind Ronan Murphy and Simon Evans, Round 1

star Ryan Wood topped the times. Fourteen cars gridded for the first 12-lapper that saw Wood continue his winning ways, Evans and Murphy finished where they started with Allen crossing the line in 8th place, 13.6 seconds behind Wood. Race 2 wasn't good news with Allen a DNF after completing only one lap, the innocent victim of opening lap contact. Evans taking the checker this time, Wood was back in 6th followed by Murphy. Allen was back for Race 3, crossing the line 10th and 8.46 seconds behind Evans who scored his second win of the day, Wood was 3rd and Murphy 7th. A two week break then back in home territory for Round 3, yay...

New target. It appears that retirement is far from Kenny Smith's mind, in a story on Australia's Speedcafe.com web site the 79-year-old talked about his 50th NZGP and the future. "When we finished the amount of people around the track, it was unbelievable. They were waving and clapping and carrying on. I was thinking, Jesus, the way I drove they should boo me, not clap. To finish the race, I thought Holy shit, you could easily get tears looking at that". Prior to the start of the 66th NZGP he led the field on a parade lap behind the wheel of a Lola T332 Formula 5000 like he drove to victory in 1976, the first of his three wins, to mark the historic occasion Kenny was presented with a framed certificate and watch from FIA President Jean Todt. The young Smith indicated that he would be competing in next year's race with a target of 55 NZGP starts! Didn't seem to be joking either...



Winning over the fans. In the final week of January Ferrari completed the first of their 2021 test programmes with three young Ferrari Driver Academy members, together with Mick Schumacher and new F1 recruit Carlos Sainz Jnr in a 2018-spec car. The following was a Facebook post: "We were 7 guys, stuck to the fence watching Carlos pushing the SF71H to the limits in the circuit of Fiorano. At 4pm the session stopped and we were about to leave the circuit when we saw a small fire truck proceeding along the track and stopping in front of us. Carlos stepped out. We were astonished. He drove all the way along to greet a few fans outside the circuit, just to have a word with us! What a special and humble champion. Thank you Carlos, we will never forget this day - Chiello". Sainz Jnr responded: "At the end of the day I had a chance to go and say hello to them. I got out of the car and went to say thanks to them for being here, supporting

me on a very special day, and sharing with them a bit of passion and what a special day it was for me". That only happens in Italy, la passione per la Ferrari...

Small track, big payout. Located on the northern outskirts of Tasmania's capital Hobart, the Baskerville Raceway was established in 1958 and is Australia's oldest continually operating motor racing circuit. Just 2.01 kilometres long with 9 turns, Baskerville hosted the second leg of the Boost Mobile Race Tasmania Festival, the first leg was at Symmons Plains two weeks earlier. The Feature race of the weekend was the Roadways Tasmanian Ten Thousand for the new generation Trans Am cars - Boost Mobile, Garry Rogers Motorsport and Race Tasmania put up the \$10,000 winner-takes-all prizemoney. In the preliminary heats Aaron Seton (Glen Seton's son) had two wins, Owen Kelly one, the big race ended as a Ford Mustang 1-2 with Seton having a lights-to-flag 4 second win over Kelly with Round 1 winner Nathan Herne third in his Dodge Challenger, Seton had 10 grand towards his 2021 campaign! On the support programme were a series of 'demonstration' races that included six Supercheap Auto TCR Australia cars, seven Gulf Western Oil Touring Car Masters and two VHT \$5000's that were aiming to break the track's outright lap record of 48.82 seconds, set in 2018 by Josh Keane in a F1 Benetton B186 during a Historic race. Both Symmons Plains and Baskerville are true rural circuits set in natural amphitheatres, no proper seating, park on the embankment in your car or sit on camp chairs from where you can see the entire circuit. Perhaps it's motor racing as it should be...



The Mighty Quinn strikes again. The Repco Australia Supercar world was rocked with last month's news that New Zealand-based multi-millionaire businessman/racing driver Tony Quinn had secured a majority stake holding in Triple Eight Race Engineering, Roland Dane was stepping down as Managing Director and Team Principal with champion driver Jamie Whincup his replacement! Was this the real reason for his non-attending the NZGP meeting at Hampton Downs? All that means Mr Quinn has 40% shareholding, Jessica Dane 30%, Jamie Whincup 19% and Roland Dane 11%, he remains Chairman of the Board. With 2021 being Whincup's 18th and last season as a full-time driver what will his Supercar CV look like, it currently stands at 122 race wins, 89 pole positions, 4 Bathurst 1000 wins and 3 additional podiums, 7 Supercar Championships with Triple Eight Racing (six between 2008 and 2014), his last in 2017. So where to from here on the driver front? Shane Van Gisbergen joined the team in 2016 and has a contract until the end of 2022, could Craig Lowndes (47) or Garth Tander (44) make a comeback to sit in one of the hottest Supercar seats, could Triple Eight take the gamble on a promising young driver. Next year is a whole new ball game with the introduction of the Gen3 chassis along with the debut of the exciting Chev Camaro. That could mean 888 will opt for experience...

Better than nothing. Team Sydney flew under the radar last season, the two cars were only fractionally off the pace but a tenth of a second in Supercars is a big gap, both drivers were replaced for 2021 with our man Chris Pither looking for a drive. There were stories circulating that his saviour could be Brad Jones Racing who Chris had previously driven for in the 2014 Super2 Series with Mr Jones his team mate and he could pick-up the role

of co-driver for Nick Percat in this year's only endurance race, the Repco Bathurst 1000. Those stories were partially correct because Chris has been signed by Brad Jones Racing to co-drive at Bathurst, but with 26-year-old Macauley Jones who just happens to be Brad's son. Chris had retained his significant Coca Cola Amatil sponsorship and that company has become the primary sponsor of the young Jones Coke red # 96 Holden Commodore, our man will be attending all the Repco Supercar rounds representing Coca Cola. "I was aiming to drive full-time this season, but the right opportunity wasn't available. Regardless, I'm grateful and excited to



race the Bathurst 1000 with Macauley. It's great for myself and Coca Cola to find a home at Brad Jones Racing, I have enjoyed racing for the team in the past so it's good to be back on familiar grounds". The good news is that Chris is keeping a foot in the Supercar door..

Homage. The word means show of respect or honour towards something or someone. One of the most unusual Ferraris to wear the prancing horse badge appeared nearly sixty years ago, becoming known as 'The Breadvan' by the media because of its unique racing-derived shape with an extended roof line and sharply cut-off tail. British coachbuilders Niels van Roij Design have reimagined the classic for modern times based on a Ferrari 550 Maranello, the 'Breadvan Homage'. The 550 Maranello was chosen as a donor car for two main reasons, the engine is a classic V12 coupled to a six-speed manual gearbox, only the windscreen is original, every panel has been modified to create the retro-inspired shooting brake from a blank sheet of paper over a two-year period. The famous 'Breadvan' is the latest vehicle to emerge from Van Roij Design, previous creations include a Range Rover Coupe and Tesla Model S Shooting Brake. Two interesting choices...



Caddy's down-under? At the present time GM Specialty Vehicles (GMSV) has only limited offerings down-under, but that could be about to change by bringing the famous Cadillac name to the Southern Hemisphere under the GMVS umbrella with the exciting new Blackwing models possible replacements for the HSV Holden Commodore and Chev Camaro. GM trademarked the Cadillac brand in 2005 prior to its failed launch three years later, it appears the chances of success under GMSV are much brighter with the Cadillac name again being formally registered with the appropriate Australian authorities. What is the Blackwing? There are two models of the high performance four-door rear-wheel-drive saloon currently available in the United States, the CT6-V with a twin-turbocharged V8 engine (410 kW/550 bhp) and the CT5-V with its supercharged 6.2 litre LT4 V8 producing something like 485 kW (668 bhp) which makes it the most powerful engine in Cadillac's 118-year history. A six-speed manual transmission is standard with a 10-speed automatic option, all that equates to zero to 100 in 3.8 seconds and a top speed of more than 320 k's (200 mph), the CT5-V should be on a race track with that sort of performance. GM sources suggest the latter could be the model destined for Australian showrooms, don't forget NZ...



Trucking on. After 25 years and hundreds of thousands of kilometres to all points of the Australian continent the Dick Johnson Racing B-trailer that first appeared during the 1996 Australian Touring Car Championship has been replaced by a state-of-the-art 24-wheel B-double configuration that will help alleviate weight restrictions with its dual axles, keeping it under the legal limit with two Ford Mustang GTs and all the team's equipment aboard. The new trailers were used by 23Red Racing but became surplus to requirements following its tie-up with Tickford Racing, DJR are modifying the two units internally to better suit their specific requirements and the team's transport driver also benefits after taking delivery of the latest MAN TGX D38 prime mover. It's the flagship of the MAN range, powered by a 15.2 litre six-cylinder common rail engine with twin turbochargers and intercooling, producing 580 horsepower (640 hp is the next step-up) with drive through an automated 12-speed shifting system, a far cry from the long nose Kenworth back in the mid-90's. But life is far from over for the 25 years old trailers that were designed on what Dick Johnson saw in the NASCAR trailer parks back in the 1990s, their new owner is Tim Blanchard Racing and there will be only a single car aboard this time, the Ford Mustang GT driven by Tim Slade. The new owner could be in for a big surprise if they ever decide to strip off the many layers of paint...



Mr Woodville. The 60th Anniversary Woodville Motocross at the end of January was very significant for the Manawatu Orion Motor Cycle Club and one man in particular, Tim Gibbes, the man who created one of the most iconic meetings in this country's motor cycle racing history that's run only once a year on the same Woodville farm property. A small number of competitors from the early days attended with the VIP marquee being filled with stories of how it was, at the very first meeting the only promotion was a large road side sign that simply said 'Motocross Today' - no-one knew what motocross was but curiosity meant more than 1,000 people came through the gate, from that day the event kept growing but each year the entrepreneurial Mr Gibbes thought of something new, the second meeting was a 'phoney' International with the 'international' riders being locals. Australia, England and France were represented, Tim is Australian, the Englishman was English but the mad Frenchman was a Whakarongo poultry farmer, the rooster is the symbol of France so that was near enough! The innovation continued, Tim was able to attract the first true internationals to the event from Scandinavia, the United States and England, the intimidating 40 foot 'Gibbes Drop' was created, later came the spectacular 'river race' that incorporated the stream that runs through the property. The ideas kept coming, and so did the people. Bikes became more specialised and sophisticated, competitors and spectators kept increasing in number - the 60th Anniversary meeting had ten racing classes ranging from 8-11 year olds to Junior Women and Senior riders on Day 1, Day 2 was for the big guns with GP MX1, GP MX2, MX Support, GP Womens, GP Veterans and GP 125 who raced in front of more than 3,500 spectators on a beautiful summer day. A very proud Tim Gibbes wore a very big smile all day...



Full VIP treatment. At the Woodville 60th the key 'old timers' were treated like royalty, such is their standing in the motocross community. Fed and watered in a large marquee that overlooked a large section of the track, taken down to the river race in a four-seater side-by-side, taking part in the lunchtime celebrations, their day ending with a Tararua Heliworks chopper flight spotting homesteads that played a part in early lives, seeing the route of the new road over the Ranges, the windfarms, the gorge limeworks

and the Manawatu Gorge itself with walkers and cyclists disobeying the road closed signs and barriers! Certainly a day to remember with the memories of sixty years that came with it..

From F1 to IndyCar. Following his horrendous fiery crash on the opening lap of last year's season ending Bahrain Grand Prix and his departure from Haas F1, Frenchman Romain Grojean has crossed the Atlantic to be on the grid for the 2021 NTT Indycar Championship where he will drive for Dale Coyle Racing. For the 34-year-old veteran of 180 grand prix starts with ten podium finishes it will be a very different ball game, that's been recognised by the fact his programme will only include the 13 road and street courses, Round 12 will be the new street race at Nashville, Tennessee, the jury is out regarding Romain contesting the four superspeedway 'oval' races in the # 51 Vasser-Sullivan backed Dallara Honda. Grojean will be one of three 'rookie' drivers on the grid, joining Scott McLaughlin and 7-time NASCAR Cup Series winner Jimmie Johnson. An F1 star and two 'tin-top' champions going head-to-head in IndyCars, that's exciting...

Mr Ingram on the pace again. Both of Feilding's Formula 5000 exponents crossed the Strait for Round 3 of the SAS Autoparts MSC New Zealand Formula 5000 Tasman Cup Revival Series at last month's Ruapuna Park Skope Classic Historic meeting. Qualifying saw history made when a brother and sister set the fastest times to share the front row for Race 1, Michael Collins stopping the clock at 1.18.545 to claim pole position over sister Anna. Kevin Ingram was third quickest with a best 1.21.597, Tim Rush 10th of the eleven cars at 1.28.238. The 8-lap Race 1 saw Michael Collins claim a comfortable win after four cars failed to finish, including Anna Collins and Ingram who had the bodywork of his Lola 332 come loose, the Rush McLaren M22 crossed the line 5th, 53 seconds behind the winner. Race 2 was the now popular Rolling Start Handicap that saw Shayne Windleburn take the flag 0.168 ahead of Collins, Ingram was 2.3 seconds back in third place, Tim Rush sixth at + 34.89. The final race saw Ingram push Collins to the limit to be just 0.602 behind at the flag, Rush was a DNS with the M22 having a gearbox issue. The 4th and final round of the series will be the HRC Legends of Speed meeting at Hampton Downs on 20/21 of this month. Our Mr Ingram is getting closer to that elusive first F5000 victory...



Murph reigned supreme in blue. Sharing the star billing with the Formula 5000 thunderships at the Skope Classic were the Archibalds Historic Touring Cars that drew a big field and drivers like Paul Radasich, Angus Fogg, Trevor Crowe and Warwick Mortimer plus the Murphy father and son duo, the MCC's sole entry was Warren Dunn in his stunning TicTac M3 BMW. In one of the few times in his career Murph drove a car with a blue oval badge but it was a very special Ford, the locally-owned ex-Dick Johnson/John Bowe Shell Ultra Ford Sierra RS500 Cosworth. He soon got into the groove and when qualifying ended Murph was at the top of the

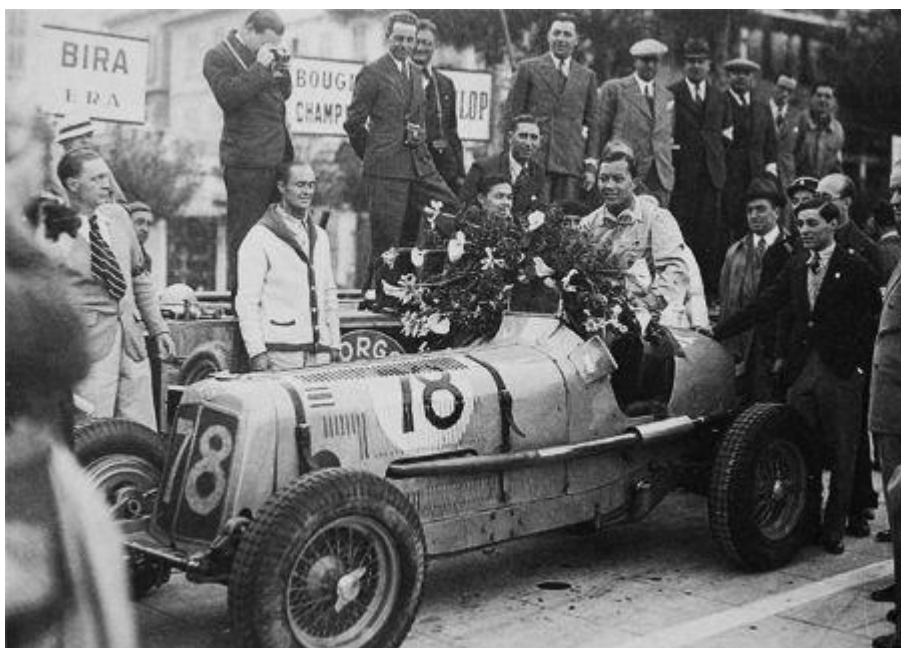
sheet, son Ronan was third quickest in the 2-litre BTCC Nissan Primera, Dunn was 20th of the 25 cars in the session but life improved dramatically in the four rolling start races. Murphy Senior won all four races with a couple being very close, in the opener he beat Ronan by 1.051, Murphy Junior's score card was 2, DNF, DNF, 5. The Dunn M3 had a card that read 17, 11, 12, 13 to make it a very satisfying weekend following a slow start. The 4-time Bathurst 1000 winner obviously enjoyed the 2021 Skope experience - "The weekend was great because I got to drive an iconic piece of Australasian motorsport history and have an amazing time with a bunch of cool people amongst such a stunning event and what it represents". So how was the iconic Sierra Cozzy to drive - "Think of sitting on some sort of missile fired from a fighter jet. Then it's like trying to stop a 60-tonne truck from a speed it shouldn't be travelling, and with brakes that aren't working. But hey, that's what they were like in the day and what is awesome about it. These cars created an aura about them, being



and wild an unforgiving weapon, and they were and still are". It was the 31st running of the Skope which makes the meeting four years younger than the MG event at Manfeild. Two classic meetings, but with two very different entry lists..



The King and the Prince. Shane Van Gisbergen ruled at the New Zealand Grand Prix to become the undisputed King of Hampton Downs, now he's expanding a partnership with Malaysian royalty, His Highness Prince Jefri Ibrahim. In 2019 SVG and Prince Jefri, together with local star Jazeman Jaafar, competed in the Blancpain GT World Challenge Asia under the Triple Eight Racing banner, there were four podium results including a category win in South Korea. Triple Eight Racing has again formed a collaboration with the Johor Motorsport Racing Team to contest this year's six-round Fanatec GT World Challenge Australia with SVG and Prince Jefri sharing a Mercedes-AMG GT3 Evo under the JMRT banner, van Gisbergen will miss one race because of a date clash with the Repco Supercar round at The Bend. Australia will be the home of the Prince this year as alongside the racing he will also undertake an extensive driver training programme under the watchful eye of 'The Giz'. Round 1 of the GT World Championship Australia was to be held at the Phillip Island circuit on 20/21 February, thanks to COVID-19 it's been postponed to 13/14 of this month. COVID willing...



Not the first. HRH Prince Jefri Ibrahim's participation in motor racing is not the first that that royalty has taken to the track. Going back more than seventy years the diminutive and debonair Prince Birabongse Bhanudej Bhanubanh graced the circuits, he was a member of the Siam royal family (Siam is now known as Thailand) and was commonly known as B Bira. He was an accomplished driver famous for his ERA 'Remus' in post WW2 racing before competing in Formula 1 grand prix between 1950 and 1954. Prince Bira visited our country

twice, on the second occasion in 1955 he won the New Zealand Grand Prix driving a Maserati 250F that wore his symbol, a white mouse, an acknowledgement of the Prince's 'White Mouse Racing Team'. The other racing prince was German but did have a strong Kiwi connection in the 1984 James Hardie 1000 at Bathurst. The now 77-year-old His Royal Highness Prince Leopold von Bayern of Bavaria was a touring car specialist with more than 120 wins to his credit driving BMW cars, including participating in the star-studded one-make BMW M1 Procar Series in 1979/1980 that attracted most of the big name F1 drivers. His co-driver at Mount Panorama was 1967 world champion Denny Hulme, the pair sharing a Frank Gardner prepared JPS Team BMW 635 CSI that was

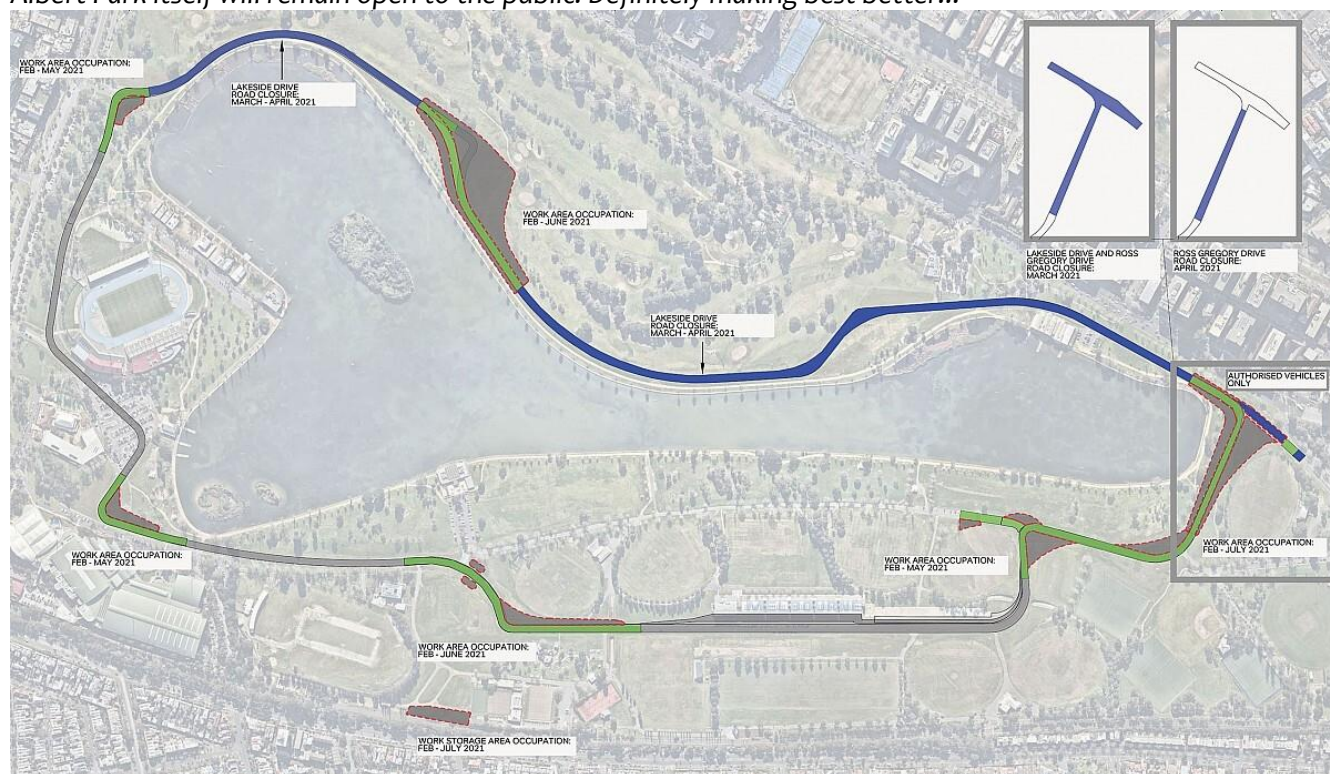


unique because it had a television camera mounted in one of the headlights. The car finished 15th overall and second in its class behind a TWR Rover Vitesse while the sister 635 CSI of Jim Richards/Tony Longhurst retired after 39 laps. Today Prince Leopold is a special ambassador for BMW...

Bringing up the ton. When Anton de Pasquale ran the # 100 in the opening round of the 2021 Repco Supercar Championship at Mount Panorama last month he became the fifth Supercar driver to wear it on his car. It was to honour long time Dick Johnson Racing sponsor Pirtek who opened the country's 100th new store at Albury in Western Australia. Jason Bargwanna ran the number on his Orrcon backed Larkham Motorsport Ford Falcon at Symmons Plain in 2005, his 100th Supercar round. It wasn't the most memorable occasion for 'Bargs' as he suffered from Chicken Pox all weekend. Two years later Cameron McConville

wore # 100 on his Supercheap Auto Holden Commodore at the Pukekohe round to mark his 100th Supercar start, it was the same story for Cam Waters at the Newcastle 500 in 2018 when his Monster Energy Falcon lined up on the grid. The last previous occasion was in 2019 when Rick Kelly's Nissan Altima carried # 100 at Townsville, it was in recognition of the 100th Anniversary of Castrol Oil being launched in Australia and New Zealand. So number '100' is a very significant milestone...

Making best better. For many years Formula 1 drivers and teams have regarded the Australian Grand Prix as the most enjoyable race on their calendar with its relaxed atmosphere and unique surroundings, when the rescheduled 2021 race takes place in November they will notice several major changes. The postponement has resulted in the race organisers taking full advantage of the change to accelerate a programme that was scheduled post the 2022 race. The first alteration was actually made at the end of last year when the pit lane was widened by two metres by pushing the pit wall out which means the previous grass verge has gone, as a result of the widening it's anticipated that the pit lane speed will be increased from 60 km/h to 80 km/h which will reduce pitting times and become a bigger factor in team strategies. With regard to the circuit itself, there are a number of geometric, civil and realignment changes, the most notable being the Turn 9/10 chicane which means cars will be considerably faster down Lakeside Drive. There is some deterioration of the current surfaces that were laid in 1995 and the public roads will be resurfaced with a new design asphalt mix with a higher level of abrasiveness, the date change allows contractors to take advantage of warmer weather. Work started on 22nd February, with road closures coming into effect this month and completion by July, however Albert Park itself will remain open to the public. Definitely making best better...



New look. Last month's opening round of this year's Repco Supercar Championship at Mount Panorama revealed both old and new faces on telly screens following Fox Sports and the Seven Network's revamping of their presentation that was not without controversy. There will be no change at the head table with Jessica Yates fronting the programme and Neil Crompton and Mark Scaife the lead commentators, however the remarkably knowledgeable lady will soon become a second-time mother and will be absent from April's Tasmania SuperSprint and the following month's OTR SuperSprint at 'The Bend'. Mark Larkham is back in pit lane doing what he does so brilliantly, but only after massive public backlash when he was dropped, Craig Lowndes has vacated the head table as a panel analyst to focus primarily on 'colour' stories and looking at the historical roots of the sport through cars, circuits and people, Lowndes will do all the circuit previews driving other people's race cars. The newbie is Garth Tander who has a 'multi-purpose'

role, but where was Greg Murphy? The popular and knowledgeable pit lane reporter was side lined by the Trans-Tasman travel restrictions and quarantine requirements but will be definitely be involved with the coverage of the Bathurst 1000 and New Zealand round, Murph also retains an ambassadorial role for the Supercar Championship in his homeland. There was definitely a new energy...

More new look. Added to the TV people were new in-house designed graphics inspired by what's seen in Formula 1 and MotoGP, the driver's name was on the windscreen (great call) and the popular Pirtek Pit Stop Challenge returned after a two year break with teams chasing a prize of \$20,000 and the coveted Pirtek Golden Rattle Gun. But there's more, a Supercar theme song by the iconic Australian hard rock band AC/DC called 'Realize', it was chosen because it aligns with the message that Supercars offer fans, 'much more than you realise' that are words from the song. It's interesting that Supercars have suddenly upped their game at a time when they have serious opposition from the rival combination of TCR, S5000, Touring Car Masters and TA2 Trans Am for fan favouritism. It's strange what a little competition can do...



Off to the Land of Oz. Fresh from winning the 20121 Castrol Toyota Racing Series Matthew Payne is crossing the Tasman with another switch of racing car. The former national KZ2 kart champion spent the last two years racing overseas to gain international experience, on his return the 18-year-old drove a Formula Ford in six races to gain the necessary licence before tackling the world of 'wings and slicks' behind the wheel of a TRS Tatuus FT60, his next car will be a 'tin top'. Across the Tasman, and with the support of Porsche New Zealand, Payne joins Earl Bamber Motorsport to contest the Porsche Carrera Cup Australia Series - "The endurance side is where I want to head. Le Mans and Daytona are definitely races I want to compete in and get some good results". A rising star who realises there is much more in motor racing than just Formula 1..

First TTV8 ordered. After much talk about the new Trans Am class that's quickly become established in Australia, a driver from this side of the Tasman has placed the first order for a car. Designed and built by Howe Racing Enterprises in the United States, the class formula is based on a cost-effective platform that combines a purpose-built racing chassis and a 525 horsepower V8 engine package - the space frame chassis features bolt-on front and rear crash structures for ease of repair with the 6.2 litre LS3 race engine prepared by McLaren

Engineering, the 525 horsepower being transmitted through a H-pattern 4-speed G-Force gearbox with controlled ratios. There are no titanium or carbon-fibre components, the only exception being the driver's seat. The owner is Waikato man John Roberts whose competitive background has included stockcars and speedway super saloons, so right hands corners will be a new experience! So why did the 55-year-old turn to circuit racing in this new category - "The way I look at it the cars are almost a speedway super saloons on Hoosiers except with a gearbox. They are a great looking car, they sound awesome and I've enjoyed watching them in the Australian series and watching their numbers grow rapidly. What appealed to me is the low running cost and maintenance. They aren't expensive to run, you don't need a laptop for data etc, and you can run it out of your garage at home and work on the car yourself. They are a back-to-basics race car without all the expensive electronic gearboxes, ABS and traction control and all cars built to the same specs will really be an honest driver race car. The close ties with the Australian base series appeals to me too. The opportunity to go to Australia to compete as a support class at the famous Bathurst race would be on every driver's bucket list". Howe Racing Enterprises offer three fibreglass body shells, the Chev Camaro, Dodge Challenger and Ford Mustang, John Roberts opted for the Camaro and his car is expected to arrive in New Zealand in May. No doubt it will create a great deal of interest and it's to be hoped that other drivers or teams will follow Roberts lead and make the switch to what has the potential to be a great V8 category. Following its sanctioning by the SCCA (Sports Car Club of America) in 1966, Trans Am has seen muscle cars fighting for on-track supremacy for nearly fifty years, it's produced some of the most exciting and spectacular race cars, Allan Moffat's Ford Boss 302 Mustang is one of the best remembered, later came the stunning DeKon Chev Monza. In the United States Trans Am evolved into TA1, then to the current TA2 in 2011, today it's arguably the hottest property in American road racing. Introduced to Australia two years ago alongside TCR and S5000 the success story has continued but the uptake in our country has been slow, John Roberts will need someone to race against! There are indications that the category will be called the Trans-Tasman V8 Series (TTV8) in New Zealand, why not TA2 like America and Australia? Why cause unnecessary confusion...



Where are they now? We're talking about two people who brought a great deal of colour to MCC race meetings three or four years ago before they departed Feilding for a new lifestyle. They both raced Minis (one is still in a shed) that are probably best remembered for being mobile billboards on one very special

occasion. On the back of his car was a sign 'Will You Marry Me', the problem in the race was that he had to overtake the lady in question to get his message across! In the next race he caught up with the lady in question who had a sign on the back of her car with a single word, 'Yes', that's about as romantic as motor racing gets. The two people are very happily married Anthony and Bron Bell, but where are they now? They relocated to 116 SH1 on the shores of Lake Taupo where they manage the historic Waitahanui Lodge and live a lifestyle that would be envied by most, overlooking Rotongaio Bay and a couple of hundred metres from one of the great trout fishing spots at the mouth of the spring fed Waitahanui River. The Lodge was established in 1932 and became popular with fishers from all over the world that included dignitaries, celebrities and British Royalty, much later five self-contained cottages were added, all within a few metres of the lake's shore, to offer a classic kiwiana bach experience, simple and relaxing like it was in yesteryear. Ants is a master of fly fishing and during the COVID-19 break last year taught Bron the noble art, the biggest brown trout that she's landed weighed 7.4 pounds, you don't throw them back when they're that big! The couple will have been at the Lodge for three years in October and continue to enjoy the lifestyle that it offers, reading the reviews on the Tripadvisor website is testimony to that, from Bron's welcoming afghan biscuits that are a particularly big hit with guests to Ants' fly fishing skills and smoked trout that's expertly cooked from straight out of the water. You'll find them at their much loved Waitahanui Lodge every day - but if the sign on the door says 'Gone Fishing' they're not joking...

Big buck Holdens. Across the Tasman Lloyds Auction had a very big ending to the month of January with two very significant Holdens going on the block. The very last VF Commodore SSV Red Line rolled off the production line in October 2017 and that car kicked off the auction with the hammer falling at \$750,000. Next up was a 2017 HSV GTSR W1 Maloo that set a record price for a locally built vehicle. The GTSR W1 was the final product of HSV modifying locally manufactured Holdens, under the bonnet was a supercharged 6.2 litre Chev 'LS9' V8 producing 474 kW (635 bhp), making the W1 the most powerful Australian made vehicle. A total of 275 W1 saloons and four Maloo utes were produced, for the Maloo, rarity was a big factor. When bidding reached \$1 million there were still three players in the game, two Holden enthusiasts and a Melbourne-based group that specialises in raffling off unique vehicles for charity. The group won the bidding battle, the hammer falling at an astonishing AU\$1,050,000 (NZ\$1,119,930). Obviously the Lion brand is far from dead in Oz...



Big buck Ford. January ended with a record \$1,050,000 price for a Holden, a month later the fierce Holden v Ford rivalry continued when on-line bidding for a True Blue coloured 1971 Ford Falcon XY GT-HO Phase III with 17,340 ks on the clock ended at \$1,150,000 to put the blue oval badge back in front. In 2016 the same

car sold for \$480,000! A product of the period in the early 1970s that bred 'homologation specials' for touring car racing, 300 examples of the GT-HO Phase III were built (HO stands for 'Handling Option') to meet the regulations and over a relatively short period gained legendary status on Australian race circuits. In the 1951 Hardie-Ferodo 500 Allan Moffat led home a GT-HO Phase III 1-2-3 finish, there were five Phase IIIs in the top six places, two years later Moffat won the Australian Touring Car Championship in the car, another claim to fame was being the world's fastest four-door car for more than a decade with a claimed top speed of 252 km/h (157 mph) with the rev limiter set at 6,150 rpm in the interests of engine longevity, it was quick at the traffic lights too with a 0-100 of 6.4 seconds. But memories can be short, in late October 2018 an ultra-rare Ford Falcon GT-HO Phase IV fetched \$2 million at auction, only four units were built before the 'supercar scare' saw production come to a sudden end, one was a road-going car, the other three race prepared to be driven by Allan Moffat and Fred Gibson. Pre-auction estimates were above \$3 million, but \$2 million isn't a bad result. Earlier in the same month the Peter Brock HDT Holden Commodore SS that won the Bathurst 1000 in 1982 and again in 1983 sold for \$2.1 million at auction and is the real record for an Australian-made car. It could be down to definition with this GT-HO Phase III the highest price Australian-made road car sold at auction. Does it really matter that much...



Garage cleanout. Four-time world F1 champion Sebastian Vettel has left Ferrari for the British Racing Green pastures of Aston Martin, the German star obviously thought it was time to make some room in his garage for one or two of the British luxury sport cars and put eight cars from his collection up for sale. There were two Mercedes-Benz, a 2009 SLS AMG Black Series and a 2010 SLS65 AMG along with a 2002 BMW Z8 Roadster. There were five of Maranello's finest, starting with a 1996 F50 with 6,939 k's on the clock, a 2004 1,790 km Enzo that's regarded as the finest example offered for sale anywhere, a 2016 LaFerrari that's travelled less than 500 k's, an F12 TdF (Tour de France) from the same year and finally the Ferrari that Seb drove most, a 2015 458 Speciale that clocked up 3,000 kilometres at its last service. There's some very desirable cars in that lot...



They keep coming. The name change to the Repco Supercar Championship seems to have brought about a revival with regard to corporate sponsorship of the various rounds, Repco themselves have led the way by claiming the naming rights to the two races at Mount Panorama, no surprise there. Penrite Oil back the Ford Mustang of Dave Reynolds at Kelly Grove Racing and also secured the naming rights for this month's Sandown SuperSprint, the round at Symmons Plain and the Sydney SuperNight were picked up by Beaurepairs, on the other side of the country the Perth SuperNight in September has Bunnings Trade the major sponsor who also found their way onto the rear guards of the Team18 Commodore driven by Mark Winterbottom. That meant there were only three rounds without naming rights arrangements, Winton, Darwin and the Gold Coast, then Boost Mobile stepped up to the plate to secure the naming rights for the season ending Gold Coast 500 and increased their sponsorship from one car (James Courtney/Tickford) to two cars (Brodie Kostecki/Erebus), Boost Mobile bossman Peter Adderton explained it was all part of improving the Supercar experience and attracting a youth market. This year's Supercar Championship has a new look about it in more ways than one, there's a lot happening but the same key question remains unanswered - will the Auckland ITM SuperSprint be held at Pukekohe or Hampton Downs...

Carbon footprinter. Vern Marshall is a man with very fixed ideas and a reluctance to change. Mr and Mrs Marshall relocated from J F Kennedy Drive to Hayden Street, a very nice but smaller residence with less upkeep and a much smaller front lawn. There were suggestions from various sources that Vern should invest in an electric mower but the idea fell on very deaf ears, he simply refuses to use any mowing device that isn't powered by the venerable Briggs & Stratton four-stroke motor despite the fact his lawn is so small the motor doesn't even get warm! In the 'World of Vern' electric seems to be a swear word, unless it provides light or is a domestic appliance...



Justin Allen has a second co-driver following the birth of Leon Hugh Allen on the morning of Tuesday 23 February, wife Paris delivering a healthy 7 lb 5 oz bundle of joy. That means 17-month old Herro (pronounced Hero) will have a young brother for a playmate, it will be a long wait to see if either son has their father's racing genes. Congratulations to Team Allen. The choice of Herro as a christen name is interesting, the only reference appears to be it's the spelling of 'hello' in Oriental English, that's unlikely...

Congratulations due. The latest member of the Women in Motorsport Advisory Commission was approved recently, the role being to assist the commission to continue to develop and deliver on the goals set by the MNZ Board to get women more involved in all aspects of motorsport. It's great to see Jacky Braid now onboard that's 2 Braids on MNZ Commissions, can we get a trifecta??

Cash cache. The collection of museum quality Group B rally cars that went up for auction last month (and referred to in the last magazine) achieved prices as spectacular as the cars contemporary performances on the gravel. Star of the show was the iconic Audi Sport Quattro S1 that became the most expensive rally car ever sold by auction when the hammer fell at NZ\$3.35 million. The Peugeot 205 T16 made \$1.63 million, closely followed by the Lancia Delta S4 at \$1.36 and the Renault 5 Maxi Turbo at \$1.12. Bargain of the day was the Metro 6R4 which only reached \$409,000. I bet Tony Teesdale wishes he had kept the one he used in the NZ National Rally Championship all those years ago. The 7 cars on offer made a combined total of over NZ\$9.5 million.



Two score years and ten, and still counting. 2021 is a significant year for one of Manfeild's stalwart supporters. While rummaging through some old scrapbooks this highly respected individual rediscovered his very first membership card from the NZ Racing Drivers Club, dated 1951, the year of his first active involvement in the sport. To still be intimately involved 50 years later, having raced Formula Ford and Vee, now promoting and running a highly acclaimed young driver's scholarship, with several international champions on his books, is a massive achievement. Happy 50th to Formula Firsts elder statesman Dennis Martin.



And talking about people that have been around the sport for a very long time, would you believe that Vern Marshall has only missed 2 major meetings in the history of the Manfeild circuit?? For one of those there was a very valid excuse, an excursion across the Tasman to watch the Australian GP. Vern ran the Crash Rescue squad at Manfeild (and the Wellington Street races) for many, many years, and like so many of our volunteers was always there to oversee the performance of his team. No wonder Manfeild was always praised for the efficiency and innovation of its people.



Poor pink MX5 leader Jerry Hoskins is now banned from stock cars forever. After entering himself in the Adult Ministocks event at the Arena in son Fletchers car, he enjoyed two great races, reliving his youth and mixing it with the best of them. Then it all went wrong. Pitched head first into the wall after being tapped on lap 2 of the third race, the resulting sudden stop of the car didn't translate so well to poor old Jerry's body. Net result - a damaged vertebrae, some very strong pain killers, a nice stay in hospital checking out the pretty nurses and learning to drive a hospital bed, and a lengthy convalescence to look forward to. No motorsport for a while and a car to rebuild for Fletcher, double Ouch!! No wonder Kelly was not the least bit amused...

From the "did you know" file. Hannu Mikkola was involved in the only International rally to ever end in a dead heat. On the 1978 Burmah International in the UK, Mikkola and Russell Brookes finished equal on total stage times after contesting 32 special stages. Both in factory RS 1800 Escorts, Brookes had been leading comfortably but lost time with ignition issues and a broken engine mount, allowing Mikkola to catch him. Mikkola won the event by virtue of having been faster than Brookes on the opening stage.



Parking perfection. No parking problems for "Le Patron" Russell Harris at the Speedworks TRS meeting, his VIP spot being kept clear of products from the big T and an escort provided to ensure a smooth passage from the gate and through the pit area. Special treatment for a special gentleman...

Quote of the month: "When you get the presentation right, everything else follows".
RH

Roger Penske



POWER GAMES

Climate change is real. Car makers are turning off fossil fuels. Deal with it, writes Richard Bosselman.

YOU know those ‘weirdos’ in their sucky-sounding electric vehicles? They’re becoming the new norm.

Not having an interest in electric vehicles is becoming a minority view. A TradeMe study last August showed 67 percent of Kiwis are thinking about their next car being a vehicle they can plug-in to replenish. For sure, it’s more of a subtle revolution here than in core markets overseas; where impending legislative change (UK banning sale of new fossil fuelled product from 2030) and environmental challenges NZers couldn’t dream about are causing much more of a rush.

Over here, where the national fleet runs to four million vehicles, we currently have 17,505 electric cars on our roads, around 13,000 of which are pure. No chance of meeting the previous Government's goal of 64,000 electric vehicles on our roads by the end of 2021. But no chance of them staying niche, either. If we want to keep driving new cars, then where the world goes, we will have to follow. In that sense, the world’s car makers have largely decided combustion engines without electrical assistance are heading the way of the dinosaurs.

Next time we’re able to head overseas, expect to see a world of change, in the First World (and China) especially. Among the 132 million cars sold on the global market this year, 37 percent will be hybrid and 25 percent electric. No major brand has cold-shouldered a battery charge; those that do not yet have electrics will immerse within five years. Some illustrious marques soon won’t build anything but. Jaguar, whose iPace is its only electric model at the moment, will have completely stopped producing petrol cars in favour of EVs by 2025.



NZ's progress is tempered by our tiny car buy-in rate, our geographic isolation – yes, we're literally at the end of the line for suppliers – and little Government willingness to support EV take-up (yes, the impending emissions legislation that will ultimately penalise big-drinking combustion cars is a positive but incentives to support new electric purchases remains vital). Yet the market is picking up. September saw 1008 new registrations, the largest number by far. Hyundai has seen an 80 percent surge in its electric vehicle sales over the past year and expects additional interest this year when the Ioniq EV sub-brand is established. Up to a dozen new electric models will enter showrooms before Christmas. At same token, Kiwis keen to take the plunge are learning to be patient. Covid and a world shortage of semiconductors has slowed car production plus latest EVs are so popular elsewhere they can be hard to secure for sale here.

Example: Almost everything mainstream from VW Group is being retained in Europe through having to be prioritised for EU countries, where they're invaluable to avoiding huge fines hitting brands that fail to meet a tough CO2 standard. Used and as-new grey imports fill in where distributors cannot, but are surely a bonus and a burden. Sure, there's cost-saving and convenience buying pre-owned from another country – it's how the Nissan Leaf has become our top-selling EV – but there are also drawbacks. The average age of ex-Japan stock is 10 years, so we're anchoring ourselves to tech that's outdated and well-used. Grey imported 'as new' cars are fine, if you're prepared to cope with the probability of limited official distributor support – or none at all if the car in question isn't set to be sold here (that's your VW ID.3 and Honda-e)

Poor knowledge of how EVs work and hearsay about how they're created also flavours opinion. The most common anti arguments seem to be that 'EVs are dirtier to produce than conventional cars' and, of course, 'once the roads are proliferated with EVs, transformers will blow out, wires will frizzle, cities will black out and children's dolls possessed by the spirits of dead serial killers will come to life and commence murderous rampages'.

Er ... no.

It's true that the methods and costs of producing batteries have been problematic, but both are being addressed. Yes, there is an environmental cost to producing batteries. But there's also an environmental cost to extracting oil. Also, the "well to wheel" (production to operation) analysis of both electric and fossil fuelled cars keeps changing toward the EV side. Latest data comprehensively shows even electric cars powered by electricity generated from the dirtiest coal plants are still ultimately better for the environment than the most efficient petrol cars. Also, it counts for something that the electricity we have here – not used for building cars, of course, just feeding them – is the envy of the world because of its high Green sustainability (wind, solar, hydro, geothermal).



So that's the road scene. Who's ready to take an electric out onto the track?

The international pace is already being set by Formula E single seaters, now fully FIA-accredited. Jaguar's had its iPace championship and coming up is Extreme-E off-roading. F1's commitment still contains to kinetic energy recovery, used since 2009, and motor generator units but it and world sportscars are still valid pioneers.



British Touring Car Championship and World Rally Championship are next. WRC cars in 2022 will feature an e-motor – yielding approximately 96kW – and will be able to generate over 372kW (500bhp to you oldies); a heck of a lot of power for something that's sliding around on gravel. WRC director Peter Thul, in a recent interview, was excited about the positives, saying: "... these cars will be spectacular, you have additional torque from the electric engine to come, you have recuperation, you will regain energy. "I know that some traditionalists, some fans are hesitating towards this new electrification. But ... we have no other choice."

Hayden Paddon needs no convincing. His extraordinary Kona EV that's designed to run with full equivalency in a NZ championship rally event goes a step beyond the WRC kit, being fully electric. Paddon's venture is quick remarkable; he has already very much staked his future, his talent and no small amount of his own (and backers') money into the Hyundai. A world-class project is showing huge promise – in testing so far, it is still running less than the full 596kW (800bhp) envisaged and yet is still acquitting outrageously. Keen to



see it race? I sure am. But first, we have to wait for the sport to catch up. MotorSport NZ has drawn up draft regulations but has yet to enact them. So, as things stand, EVs appear ineligible for any kind of competition in NZ; indeed, some circuits aren't keen to even allow road cars to hot lap. If you see Paddon's rocket at an event, it's likely simply there to undertake demonstration runs.

If MotorSport NZ requires more guidance about how to immerse electrics into racing, it would do well (assuming it has not already) to its equivalent in the United Kingdom. The Brits are on the ohm straight, as it were, in respect to integrating EVs into competition at grass-roots levels. The primary impetus there has been to address obvious safety concerns. Protocols for dealing with vehicles carrying large quantities of combustible liquid are, of course, well established. Calming fears of how to handle high voltages in similar situations is something else again. When it comes to this, Motorsport UK has been fortunate to have, as a technical commissioner, a bloke who brings valuable experience as both a competitor and from his day job as electric vehicle manager at Ford.

Insight from Roger Ratley, who has enjoyed a long career as an engineer for both internal combustion and electrified powertrains, has also been invaluable, given his day job involves training and safety regulations for technicians working on electrified passenger cars and commercial vehicles across large dealer networks. Motorsport UK had adopted the same processes for motorsport. Guidance, including High Voltage Electrified Vehicle awareness training for scrutineers and safety crews, is already now available on Motorsport UK's Learning Hub. Specific training tailored to suit particular jobs is also undertaken. Competitors entering electrified vehicles are also expected to provide specific safety and recovery information for their car.

Ensuring a level playing field for competitors and encouragement for promoters to deliver accessible, exciting racing across all disciplines is also part of the mindset. Says Ratley: "The beauty of an electric powertrain is that it's very easy to calculate the power output and we can design scrutineering systems that are in some ways simpler than more traditional methods of fuel flow restrictors and suchlike. "In touring cars, for instance, that means rather than use 'success ballast' we'll be able to adjust electric assistance to maintain close competition." Ratley says he's happy scrutineering a car with a laptop, while conceding not everyone will be as confident dealing with black boxes. "Part of the education I've done for the scrutineers is to get them to understand you have access to a huge amount of data and the regulations give us the right to install a logger and examine it, so we can shut the door if things get out of hand." He's also determined the rules reward ingenuity, not spending power, especially where EVs compete alongside regular internal-combustion powered ones.

Motorsport UK's proactive approach has spurred EV involvement. A standout is eRally Motorsport. Established by a couple of long-time motorsport involvers who had begun to feel uncomfortable about how their love of competing in a Mitsubishi Evo VI was a bit at odds with their growing environmental

concerns, their expertise is in turning the Renault Zoe – a small city-minded funabout sold here - into an affordable, electric powered rally car for junior competitors. Convincing regulators it was safe to compete with was a challenge, admitted eRally co-founder Jean Gold. Coming from a health and safety background, she knew it would come down to good communication. "I called the technical department and emailed the health and safety director and explained in great detail what we



wanted to do, how much we understood the risks and how we planned to reduce them as far as reasonably practicable. I attended several marshal training and rescue and recovery training weekends to find out what their concerns and thoughts regarding electric vehicles were. I organised a walk round the car before every event and emailed the hand-out sheet to Motorsport UK prior to the event for their input and approval. I also sat with the rescue team when our car was competing as the IMI level 2 EV Tech first responder, so I could ensure the 400V traction battery was disconnected before anyone worked on the car. I think my research into suitable, approved and well tested lithium-ion fire extinguishers with encapsulator agents or cooling agents to negate the requirement to have tens of thousands of litres of water on hand may have helped too.”

One of the first series likely to benefit from the new regulations and hold national-level EV motorsport is the Electro Rallycross Championship running as part of the 5 Nations British Rallycross Championship. “In this changing world it is important British motorsport is not left behind,” says series organiser Shirley Gibson. “Electric vehicles will be well suited to rallycross. Out on the track they have already proved they equal the spectacular sight found in other rallycross divisions, providing close, fast, racing.”

The theory has already been tested with Fiat 500s and Ford Fiestas built by Poland-based Elimen Racing, the latter capable of 160kmh, 0-100kmh in less than four seconds and capable of charging in just 10 minutes. “Teams racing in the series will find that running the electric cars offers affordability,” enthuses Shirley. “In addition, the electric cars have been found to be easier to drive and control. The lack of driver distraction was one of the positives mentioned in the feedback forms completed by the British rallycross drivers who have already driven them.”



Another Motorsport UK technical manager, Michael Duncan, is keen to see more hybrids and EVs competing at all levels. “We’ve written it to be as accessible as possible at the grassroots end,” he says. “If you’ve got a production EV you don’t have to modify it at all – you can compete with it as it came out of the showroom. So, you could buy your Tesla and hillclimb it the next day without any changes – the opportunities are great and there’s no reason to treat an EV any differently at an auto test than you would on the road.”

Are you ready for that? At the moment, I’d wager most club members will be lukewarm. That’s understandable. Most of us probably accept climate change is a fact. We recognise the need to reduce the greenhouse gases, mainly CO₂, currently heating the Earth’s atmosphere to dangerous levels. And yet? Well, fossil fuel addiction is hard to shake, right? But let’s be clear; EV transition means just that. It doesn’t mean we suddenly won’t be able to drive fossil-fuelled vehicles. Even when producers stop making them, they’ll be around for decades yet and its probable synthetic fuels could keep them going well after we cease to subscribe to oil-based energy. Nor does it mean every kind of vehicle will be immediately, or sometimes ever, be available in electric form.

New Zealand motorsport doesn’t have to plug into this kind of play straight away. But it does need to behave responsibly. Take emissions: If race car exhaust counts were to ever be checked as road car engines

soon will be, then we're in a world of trouble. A lot of engines racing out here are dirty dogs when it comes to exhaust quantity and quality simply because of their pedigree and age. Our feeder single seaters especially: Formula Ford's Kent engine was first used in a 1959 Anglia; Formula First's air-cooled flat four predates it by two decades. There is one way to clean those engines up – with likely happy side-effect of increasing performance - and that's to follow the Toyota Racing Series example of adopting high-ethanol content fuel.

Who wants this? Try Dennis Martin, a club legend and eternal Formula First stalwart. He's an eager advocate, having already bench-tested a unit with E85 and has been delighted by the outcome. If he could race it tomorrow, he would. He cannot because the rules say these cars have to use pump fuel and, currently, E85 only comes in drums. In any event, Dennis reckons that, ultimately, what will really fizz up Formula First is eschewing the engine altogether.

Yup ... this petrolhead reckons electric, maybe even fuel cell, would be brilliant. Range wouldn't be a problem, he says, because races are short, sharp affairs. But the cars would be more reactive, potentially lighter, and with everyone running exactly the same power, it'd make the category exactly as he argues it should be: An even better template for demonstrating driver talent, he figures.

Who would argue with the bloke whose Speedsport Scholarship has already been the springboard for so many stars?



SPEEDWORKS

MOTORSPORT NZ CHAMPIONSHIP

SPEEDWORKS MOTORSPORT NZ CHAMPIONSHIP - ROUND 3

Two weeks after Hampton Downs the circus was at Manfeild: Circuit Chris Amon for the final round of the Castrol Toyota Racing Series and rounds of the Speedworks Motorsport NZ Championships last month, it was a good weekend for a number of club members who were back on their home track.

The Castrol Toyota Racing Series was down to six cars with Matthew Payne expected to continue his domination after his performance in Round 2 at Hampton Downs. He started the weekend by setting the fastest qualifying times in both sessions, in Q1 Payne was 0.231 ahead of Peter Vodanovich with our man Kaleb Ngatoa 0.327 slower than the series leader and a tenth ahead of Billy Frazer. Payne upped his pace in Q2 to be 0.423 quicker than Vodanovich while Frazer jumped ahead of Ngatoa on the time sheet, the five fastest cars being within half a second of each other.

Saturday's 22 lap Race 1 ended with Payne holding out Ngatoa by a slim 0.366 margin when the flag fell, there was an 8 second gap to 3rd home Conrad Clark with Frazer nearly two seconds further back. Race 2 was over 27 laps and saw Payne go two from two, this time followed over the line by Peter Vodanovich with a 9 second gap and another 2 seconds to Ngatoa in 3rd place, Clark again headed Frazer.

Sunday's opening 22 lapper caught Payne out, he was penalised 10 seconds for two infringements that relegated him to P2 by 0.313, allowing Bill Frazer to claim his first win of the series, but for Ngatoa it was a race to forget. He was hit by another car going into the esses on the opening lap, spun and stalled, the Safety Car was called and remained circulating, allowing the young Marton driver to eventually restart and catch up to the field before the race went green, he finished in 4th place 1.035 away from a podium place and 10 seconds behind the winner, Vodanovich taking third place behind Frazer and Payne.



The 27 lap Feature race had the coveted Denny Hulme Memorial Trophy at stake and Payne made it his with a flawless drive to take the checker 17.6 seconds ahead of Frazer with Clark 3½ seconds back in third following his best drive of the weekend. Again, it wasn't a good race for Ngatoa as he could only manage fifth place after losing a close battle with Vodanovich by 2/10ths, however he had done enough to finish second in series standings 58 points behind Payne and 28 points ahead of Frazer.

The Best Bars Toyota 86 Championship had Justin Allen recording three Top 10 finishes in fiercely contested races that saw Rowan Shepherd in superb form to cross the line at the head of the field in all three 12 lappers, twice beating series leader Ryan Wood by margins of 0.085 and 0.328. The NAPA 86 in Allen's hands was P6 in qualifying which was followed up by placings of 6th, 5th and 8th, Ronan Murphy had a score card that read 3, 12, 5 after being P3 in the qualifying session.



Twenty cars took part in the Pirelli Porsche Championship round that had Struan Robertson carrying the MCC flag, Andrew Whittaker was untouchable and untroubled to clean-sweep the three races after topping the qualifying times. Robertson was 6th fastest in qualifying and improved in the three races to finish the weekend with a 4, 5, 4 scorecard.



The club had strong representation in the Nexen Tyres Mazda Racing NZ Series, Justin Allen was on double driving duty, this time in his NAPA RX7, while the MX5 group included Markku Braid, Jeremy Hoskins, Matt Dilly and Mike Dunn. The quality of the racing was of the highest standard with no quarter asked and no

quarter give. The Allen RX7 clocked the 3rd quickest qualifying lap just 3/10ths off the pole time and backed that up in the first Scratch race, finishing 0.714 behind Simon Baker in 2nd place, there was a close 5th in the Reverse Top 10 only 1.55 behind the winner before the weekend finished with another 5th in the second of the Scratch races. With the MX5s in the field there were split grids and the battle for supremacy was as fierce as ever between Markku Braid and Jeremy Hoskins. In the first two races Braid was first over the line, in the second by just 0.102, Hoskins gained his revenge in Race 3 by the bigger margin of 9/10ths. Behind the duelling pair Matt Dilly got the better of Mike Dunn in all three races.

There was an encouraging 19-car grid for the Trade Zone GT1/GT2 races, Struan Robertson was out again to get the most racing from the weekend, qualifying 6th quickest. One spot back was Simon Barry, another two to Cameron Jones with Andrew Stewart P17, based on qualifying times John DeVeth in his Crawford was going to be very hard to beat. In the first of the 10 lap Scratch races DeVeth beat Matthew Whittaker by 19.7 seconds to confirm his Q form, Jones and Robertson finishing 8th and 9th, Barry was 14th with Stewart a further three places back. Race 2 was another DeVeth benefit, back in the pack Barry came home 7th and Jones 9th, it was not a good race for Robertson and Stewart as both were DNFs. Race 3 was a 10 lap Handicap with the field down to 15 cars, DeVeth starting from pit lane more than a lap down on the first car away. This time Robertson had his moment in the sun and took the checker with a 2.3 seconds margin, Stewart crossed the line in 7th place with DeVeth storming home to claim 11th, a fast closing 8.38 seconds behind the Robertson Porsche, Jones took the flag behind DeVeth with Barry two places back in 14th.



Mark Allen was P6 and Sean Browne P8 when Qualifying ended for the TradeZone GT3/GT4 class, the twenty cars being covered by 12.15 seconds. Manfeild regular Jamie Potts won the opening Scratch race that saw Allen finish 14.9 seconds behind Potts in 7th place, Browne was 9th and 18.19 behind the winner. The other two races were 8 lap Handicaps, in the first Allen was second home and Browne 8th, a revision of the starting gaps for Race 3 resulted in Allen finishing 5th while Browne dropped outside the Top 10 by one spot.

The Race Products NZV8 Touring Car Series had a disappointing entry of only six cars and became the Tim Edgell show, the Commodore driver dominating practice, qualifying and all three races. The prize for the Feature Race 3 was the coveted Jason Richards Memorial Trophy, the format being 40 minutes' duration with a compulsory driver change. The first retirement came after 5 laps, the second after 18 laps and a third after 22 laps when race leader Sam Collins was under great pressure from Edgell following the driver change, he didn't turn into the esses, half spun, went through the gravel trap backwards before hitting and dislodging the tyre barrier. Out came the yellow flags, then the Safety Car, before the officials called the race with Edgell the winner.



The Hi-Q Components Formula First drivers delivered their usual great show where everything is measured in tenths of a second or less, Chris Symon and Darren Henderson carried local hopes. The Qualifying session ended with the eleven quickest cars covered by 2.6 seconds, the entire field by 5.6 seconds, up front Leo Scott posted the fastest lap ahead of Liam Foster, Louis Sharp, Hayden Bakkerus, Symon and Zac Blincoe. The first Scratch 8 lapper was a typical no holds barred affair with elbows out, Foster beating Blincoe by 0.064 to take first blood with Symon 3rd just 0.802 behind Foster, the first five cars covered by 3 seconds, Henderson was half a minute away in 12th. Race 2 saw Blincoe record his first win in the category, beating Brody McConkey to the line by 0.059 with Foster third ahead of Bakkerus in the charge to the line, Symon was 4.2 seconds back in 8th with Henderson three spots behind him, enough to suggest a barnstorming finale to the Formula First weekend. Race 3 became a close convoy from the moment the red lights went out, frequent lead changes with half a dozen cars in the hunt going into the final lap, approaching the esses all hell broke loose when Bakkerus hit the back of Foster, launching him in the air and collecting McConkey, the 2nd, 3rd and 4th placed cars eliminated on the spot. That left Blincoe with the lead, Symon instantly went from 5th to 2nd but the gap to the front runner was too great, Blincoe scored back-to-back wins, 0.245 ahead of Symon when the flag fell, Scott taking the points for 3rd place with Henderson back in 10th.



The NAPA Central Muscle Cars were one of the meeting's main attractions for the punters and fully lived up to their expectations in all four races. Qualifying ended with arch rivals Angus Fogg and Andy Knight split by

0.195, Craig Boote was down in 5th on the time sheet, Levin's Gary McKelvie was 18th quickest of the 21 cars but only 6.2 seconds away from Fogg's best lap time. Race 1 was a Scratch 10 lapper that ended with the Fogg Mustang 1.48 seconds ahead of Knight's Oldsmobile Starfire after a race-long battle, the pair more than 14 seconds ahead of Dean Hansen and Boote, McKelvie failed to make the start. Race 2 was much more interesting as it was an 8 lap Reverse Grid Handicap, at the finish Clark Hopkins took a narrow 0.292 win over Andrew Sinclair but it was the progress of Fogg and Knight through the big field that kept the excitement levels high, Knight got through to 3rd at the flag with Fogg in 5th place 3.8 seconds behind Hopkins and Boote two spots back, McKelvie finished P16.

Sunday's Race 3 was also an 8 lap Reverse Grid Handicap with an amended grid, McKelvie was the main beneficiary with the HMC Monaro first home by a narrow 0.691 from Rodney Heads and Paul Boden, again it was the big guns who provided the excitement as they finished 5th, 6th and 7th in the order Boote (+3.672), Fogg (+3.790) and Knight (+4.14), a great spectacle. Race 4 and no one went home before the chequer fell at the end of the 10 lap Sprint. Again Fogg won the drag race to the Turn 1 with Knight shadowing him, the Oldsmobile could get alongside the Mustang but not past, Boote was leading the pack but unable to match the pace of the leading duo. The race effectively ended when Knight spun exiting Turn 7 which took the pressure off Fogg who won by a very comfortable 9.17 seconds from Boote with another second back to 3rd placed Andrew Porter, Knight recovered and crossed the line 4th, 11 seconds after the winner, McKelvie was down in P13 this time.



It was a meeting of contrasts in front of a very average size crowd, great weather, but for the punters was it value for money...

RH

P.S. Apologies for errors or omissions, written from the results and memory.

OBSERVATIONS



MCC President Richie Arber is a man who rolls his sleeves up when things have to be done and sets a great example for others to follow, no task is too big or too small when the club's reputation is at stake. For the third and final round of the Castrol Toyota Racing series the Rata Street gate had to be opened and manned from 6am to 9am on Saturday and Sunday, when the gate was closed and secured it was over to the Refueller Bar to set-up for later so the V-Force could be fed and watered. No sleep-in for Mr Richie on those days...

Not happy. The MCC Ford Falcon XR6 Safety Car caused a few raised eyebrows with the meeting organisers and major sponsor. Nothing physically wrong with the vehicle or its operators, it was simply the blue oval badge! Of course Toyota NZ could always provide the club with a suitable vehicle, problem solved...

The luckiest driver moment of the weekend came on the last lap in the final Formula First race, Chris Symon entered the esses at the back of a five car pack and came out the other side in second place after the cars running 2nd, 3rd and 4th ended up off the track, two in the gravel trap and one in close proximity. The scariest moment of the weekend was when one of the cars involved lost a wheel that cleared the barrier, crossed the front straight, bounced off the pit wall and rolled back again, fortunately the front runners still had more than half a lap to run...

Farce of the weekend was the Race Products NZV8 Touring Car Series that drew an embarrassingly small field of six cars. Their Feature race was over 40 minutes duration that included a compulsory driver change, the first retirement came after 5 laps, the second after 18 laps, four laps later Sam Collins' Ford Mustang re-arranged the tyre barrier on the outside of the esses with a massive impact, the three remaining cars completed the race and were covered by just 3.2 seconds, they were that close because the race finished behind the Safety Car...

Four drivers reigned supreme. Angus Fogg (Central Muscle Cars), Andrew Whittaker (Pirelli Porsche Championship), Rowan Shepherd (Best Bars Toyota 86 Championship) and Matthew Payne (Castrol TRS) who were the class of their respective categories though Payne did have a blemish in Race 3 of the weekend. He picked-up a 5 second penalty for starting outside his grid box and another 5 seconds for an infringement under the Safety Car, he took the flag 9.687 seconds ahead of Billy Fazer, that was enough to relegate him to second place by 0.313, clean sweep gone...

Manfeild Circuit Chris Amon had its own lap of the gods on Sunday afternoon in the GT1/GT2 Handicap race. There was a real buzz of excitement looking at the results with John DeVeth stopping the clock with an amazing 1.00.297 lap time in his Crawford which equates to an average speed of 180.905 km/h, he had done a 1.02.956 lap during qualifying so was it possible? The 1.00.297 was correct but Mr DeVeth had started from the pit lane exit with the timing being manually controlled, that distance from the start line to the end of pit lane makes a big difference. The Crawford is very quick, but not quite that quick...

Dean Gerbes from Gala Caterers continues to come up trumps preparing and delivering the lunches for the V-Force and Officials, plenty of variety. Being well fed and watered makes people happy and they work better, and there's the Refueller Bar BBQ to look forward to at the end of the day. Being a V-Forcer is not a bad life and they're closer than anyone to the action...

The MCC crash/rescue team were right on their game reinstating the tyre barrier in the esses on Sunday after a NZV8 Touring Car Ford Mustang gave the barrier one almighty whack when it went in backwards at significant

speed, the gravel trap hardly slowed its progress. Nothing some willing hands and a couple of big nudges with the big green 4x4 couldn't fix



A few quickies. The meeting was a mix of highs, lows and in-betweens, both on and off the track. Some clever person came up with the idea of multiple small signboards on key entry roads to Palmy and Feilding to promote Manfeild and a racing category, simple, very effective, brilliant. When will organisations/people learn how to spell Manfeild correctly? Kerry Jones' GT1 C5 Corvette had a different sound this time, probably explained by the Chevrolet engine being replaced by a full blown Toyota NASCAR motor. No glossy programme, there was a single-sheet photocopy of the race schedule for the fortunate few but nothing to see who was driving what and with what number, nothing like keeping people in the dark and guessing. The admission price was excessive, for walk-up patrons it was \$30 on Saturday and \$40 on Sunday which makes it a \$140 weekend for a couple without a Manfeild roast of hot dog, chips and a Coke. Value for money would be seriously questionable, \$10 is a good starting price to put bums on seats and making watching motor racing more affordable to more people...

Sign of the times. In past years the TRS has been notable for using the top-of-the-range Lexus as the Safety Car with lots of Lexi on show in the lunchtime break taking Toyota's VIP guests for laps of the circuit, not exactly exciting for the man in the stand but possibly memorable for the chosen few. This year there was no Lexus or lots of Lexi, the Safety Car was a more modest and fuel efficient Toyota Yaris that seems much more appropriate in these times. But, it wasn't a Granny Yaris, it was the new GR Yaris that's possibly the hottest small hatch on the market right now. Under the bonnet there's a 1.6 litre three cylinder turbocharged motor pumping 200 kW (268 bhp) that's coupled to a six-speed manual gearbox that drives all four wheels. The body has appropriately flared guards so the GR Yaris still looks racy standing still, the price is \$59,990 (the same as an E-Mini) and there's currently a year long waiting list. Plenty of time to save then...



RH



2021 MANAWATU CAR CLUB ANNUAL GENERAL MEETING AWARDS

When the business side of the meeting concluded with Donna Whale from the crash/rescue team elected to the committee, attention turned to the two special and coveted awards.

First was a Long Service Award that is rarely presented, but there was no doubt that Trevor Weir was a most worthy recipient when you talk about 44 years of dedicated service to the club in a diverse variety of roles.

Trevor joined the club in 1977 as a Massey member when he was studying at the University and his club upbringing was serving in numerous committee positions, on two occasions being elevated to the key position of President, including when the Manfeild Trust came into being. He sat on the Manfeild Board of Control and continues to be one of the two club representatives on the Manfeild Park Electoral College alongside Richie Arber. At a national level Trevor sat on the Motorsport New Zealand Clubsport Commission.

It was in his early times with the club that the Weir farm at Mangamaire became a popular and regular venue for Autocross events, he organised Night Trials that became part of the club's strong social scene. But there is much more to Trevor Weir, add to the list A-Grade scrutineer and Clerk of Course, he chaired the Central Region Rally Series and on one brave occasion took on the massive task of organising the Daybreaker Rally, very definitely a one-off experience. That's an indication of his passion for rallying, only equalled by his choice of a Mk1 Ford Escort to drive in local, regional and national events.

Last year Trevor switched his attention to circuit racing via the club's popular summer and winter series, opting to race in the MX5 Cup class that is not only highly competitive but also has a high level of comradeship where a problem is a problem shared. A Weir trademark is that his car is always immaculately presented, the MX5 is no exception.

Today his name is best known by members as Editor of the club magazine after taking over the role from Geoff and Glenys Boyden in 2016, it's the third time that he has held the position that's now a far cry from the older days of a type writer and slow single-sided photocopier, addressing and stamping envelopes. His well-researched and written editorials with a personal touch are must reads, leading into between 35 and 50 pages' month after month, twelve issues a year which is a very big commitment.

The Long Service Award is Trevor Weir's third accolade, alongside a Life Membership and the Farland Trust Award, all richly deserved.

The second presentation was the club's highest honour, the Farland Trust Award. The overwhelmed recipient was Richie Arber with the award recognising his exceptional leadership since he took over the President's role in 2015 and in particular his guidance through the most difficult year in the club's 74-year history caused by the COVID-19 pandemic.

Richie has come up through the ranks after becoming a committee member in 2011, he was involved with Geoff and Glenys Boyden to re-establish the club magazine in 2013, became Vice-President in 2014 before moving into the top chair. It's likely that only those very closely involved with the running of the club understand what an inspirational leader he is with a practical no-nonsense approach and preparedness to

lead from the front as the club has embraced a new era, always in the best interest of the club, its members and its future.

Richie's communication skills are exceptional, particularly with regard to the many sponsors, and he enjoys a strong influential relationship with both the Manfeild Park Trust and the CEO working for the mutual benefit of Manfeild Circuit Chris Amon and our club.

His achievement, with the backing of Jeff Braid, in running the 2020 Winter Series on time during the COVID-19 crisis with its imposed restrictions was worthy of the Farland Award itself. It was a big gamble to commit the club but belief, careful planning and communication with competitors made it happen, albeit over two days instead of the normal one, while other clubs were opting out of events the MCC led the way and not for the first time, showing it could be done.

A man reluctant to receive accolades, Richie Arber accepted the Farland Trust Award, a recognition from the club that he so deserves as an unsung hero...

Jill Hogg / RH



The concept for the most important motor race in Australasia originated in 1960 when the Light Car Club of Australia staged the country's first endurance race at the Phillip Island Grand Prix circuit. Claimed to be the 'world's premier production car race' with a distance of 500 miles, the cars had to be unmodified standard production saloons made or assembled in Australia. Armstrong sponsored the inaugural event to promote its shock absorbers and related products. There were some interesting rules, all cars had to complete the first 100 miles without stopping for fuel, oil or a driver change, there was no official outright winner, only winners in the five classes.

The ground breaking Armstrong 500 in 1960 drew 45 starters with a grid that comprised some interesting car brands - Austin, Ford, Morris, NSU, Peugeot and Simca, there were Standard Vanguards and a solitary Vauxhall. The first car to complete the 500 miles was the Vauxhall Cresta, two years later came the first rule change when the classes became based on showroom price.

Following three 500's at Phillip Island the race was moved to Bathurst in 1963 with the same distance and the original rules being reintroduced, Armstrong remained the race sponsor for another two years before Irish tobacco company Gallaher secured the naming rights, there have been eleven more name changes up to the present day. The next rule change came in 1967 when a minimum number of pit stops was mandated, the organisers felt that the rules favoured the smaller capacity cars. That had been proven the previous year when Mini Cooper S's filled the first nine places outright!



A decade after the first race came the biggest change in the race's history, in 1973 the 500 mile (800 km) race distance was extended, 130 laps became 163 laps and the Hardie-Ferodo 1000 was born, the winners being Allan Moffat and Ian Geoghegan driving a Ford XA Falcon GT.

The race was now in the 'muscle car' era when the three major manufacturers produced 'Bathurst Specials' - the Ford Falcon evolved into the Falcon GT and Falcon GT-HO, General Motor's response were the Holden 327/350 GTS Monaro and Torana XU-1, while Chrysler met the challenge with their Pacer and Charger models, the days of the small capacity cars winning were well and truly over. Chrysler would drop out and 'The Great Race' became Ford versus Holden, blue versus red, one of the fiercest rivalries in global motorsport history.

The race didn't become all about the large capacity engines in the Ford Falcons and Holden Commodores, a bigger 5.2 litre V12 TWR Jaguar XJS won in 1985 driven by Armin Hahn and John Goss, but the first car to really rock the V8 boat was the turbocharged 2-litre Team Eggenberger Ford Sierra RS500 Cosworth that won in 1987 but was excluded because of an issue with their modified wheel arches, RS500's triumphed again in the following two years, this time legally. In 1991 and 1992 Japan won the Mountain battle with the mighty Nissan Skyline GT-R 'Godzilla' in the capable hands of Mark Scaife and Jim Richards, but from that time it's been a two-horse race with the jockeys wearing red and blue, since 1993 Holden have won 21 times and Ford 8 times.



In the late-1990's there was a brief flirtation with 2-litre Touring Cars at the Mountain when the 1997 AMP Bathurst 1000 was won by brothers Geoff and David Brabham in a BMW 320i, normality returned later in the same year with the Primus 1000 Classic for the 'big boys'. It was the same scenario the following year with two races, Rickard Rydell and Jim Richards shared the winning Volvo S40 in the AMP 1000 with the combination of Jason Bright and Steven Richards taking out the FIA 1000 in an EL Falcon.

The 2-litre cars departed and it was a further 15 years before the Commodores and Falcons had a V8 powered rival when Kelly Racing switched from Holden to race the Nissan Altima, with the backing of the Japanese factory the team was rebranded Nissan Motorsport. There was an impressive line-up of drivers with Rick Kelly, Michael Caruso and James Moffatt, in 2016 great interest was created by the Harvey Norman Supergirls Renee Gracie and Simona de Silvestro who raced in the Bathurst 1000 and finished 14th, de Silvestro and Harvey Norman remained with the team for another four years. It was also the year that the team scored their solitary Supercar victory when Alexandre Prémat won a race at Hidden Valley, but when Nissan terminated its sponsorship at the end of 2019 the name reverted to Kelly Racing, the Altimas went and the team took the opportunity to downsize and run just two Ford Mustangs for Rick Kelly and Andre Heimgartner.



The year after the Nissan Altimas appeared Garry Rogers Motorsport introduced another foreign car to the Supercar grid in the form of the Polestar-prepared V8 Volvo S60 together with a young driver by the name of Scott McLaughlin, the combination of the S60 and McLaughlin gave the sport a real shot in the arm, 2014 brought four race wins and victory in the Phillip Island 400 showing the rookie Volvo was a serious threat to the Fords and Holdens. The second championship season was winless though McLaughlin qualified P2 at Bathurst and finished 5th with French co-driver Alexandre Prémat, the MCC's Chris Pither co-drove the second S60 with David Wall in the three endurance races. The only success in 2016 was McLaughlin winning both races to take out the Phillip Island Super Sprint and scoring enough points to be third in the title chase, at the end of the series the Scandinavian romance was over with the cars and engines being returned to Sweden, while Scott McLaughlin departed GRM for DJR-Team Penske. Both the Nissan Altima and Volvo S60 brought new interest into the Supercar Championship for a relatively short period of time but were unable to match the two major players, though the Volvo did give them a big scare in its first year.

The face of Supercars changed again two years ago with the trusty Falcon being replaced by the Ford Mustang and the German-built ZB Commodore starting its farewell tour of duty under the Holden name, replaced next year by the Chev Camaro under the new Gen3 regulations.



So what do the stats for the Australian endurance classic show? The race has had 12 naming rights sponsors - Armstrong (3 years), Gallaher (2), Hardie-Ferodo (5), James Hardie (7), Tooheys (8), AMP (2), Primus (1), FAI (3), V8 Supercars (1), Bob Jane T-Marts (3), Supercheap Auto (16) and now Repco.

Overseas drivers who have taken on Australia's best to challenge the Mountain and win have represented 8 countries - Belgium, Canada, England, Finland, France, Germany, New Zealand and Sweden.

The driver with the most wins is Peter Brock (9) followed by Jim Richards and Craig Lowndes (7) then Larry Perkins and Mark Skaife (6), of the New Zealand drivers who have stood on the top step of the podium Jim Richards tops the list, son Steven Richards has won 5 times, Greg Murphy and Allan Moffat are two of the six drivers to win on 4 occasions while Scott McLaughlin and Shane Van Gisbergen have one victory each.

Possibly the most interesting question is - How many makes of cars have taken part in Australia's 'Great Race' since 1963? The list reads Alfa Romeo, Audi, Austin, BMW, Chevrolet, Chrysler, Citroen, Datsun, Dodge, Fiat, Ford, Hillman, Holden, Honda, Humber, Hyundai, Isuzu, Jaguar, Leyland, Maserati, Mazda, Mercedes-Benz, Mitsubishi, Morris, Nissan, NSU, Peugeot, Porsche, Prince, Renault, Rover, Simca, Studebaker, Subaru, Suzuki, Toyota, Triumph, Vauxhall, Volkswagen, Volvo. That makes the answer to the question 40.

Bathurst has always been a race like no other, it still is...

RH





KIWIS ABROAD

No joy at Daytona. With no LM Hybrid cars because of American travel restriction there were only two New Zealanders on the grid for the 2021 ISMA 24 Hours of Daytona race, Scott Dixon and Earl Bamber. Dixon's Chip

Ganassi Racing Cadillac DPi was in contention for victory before a tyre blew 7 minutes from the finish when Renger van de Zande was behind the wheel, the Caddy would finish 5th on the lead lap, but 1.22.147 behind the winners, Kevin Magnussen was the third driver in the car. The Wayne Taylor Racing Acura DPi shared by Ricky Taylor, Alexander Rossi, Helio Castroneves and Filipe Albuquerque, who drove the final stint, took the checker 4.7 seconds ahead of an all-star driven Cadillac DPi in the hands of Jimmie Johnson, Mike Rockenfella, Simon Pagenaud and Toyota Gazoo Racing's Kamui Kobayashi.



Earl Bamber had a disappointing race, his Porsche 911 GT3R team finished 10th in class and 32nd overall, covering 737 laps to the winner's 807 laps. The car attracted a great deal of attention, one of Bamber's team mates was American Rob Ferriol, the other two were highly rated women drivers, one British, one Danish. The experienced Katherine Legge has an impressive CV having competed in Champ Car (28 races), IndyCar (11 races), NASCAR Xfinity (4 races) as well as Formula e, DTM, and Jaguar i-Pace Trophy. Denmark's Christina Nielson became the first woman to win an ISMA Sports Car Championship series in North America. Sharing a Scuderia Corsa Ferrari 488 GT3 in 2016, Nielson twice stood on the top step of the podium with GTD Class wins in the 12 Hours of Sebring and 6 Hours of Watkins Glen, four other top three finishes clinched the coveted title. Not a great day for the New Zealanders in the opening round of the championship, next up is the Sebring 12 Hours on 16/17 March, COVID permitting...



Down to business. For Scott McLaughlin last month began at the Sebring International Raceway with his first IndyCar pre-season test session of the year. McLaughlin clocked up 130 laps on the 2.7 kilometre short course, when the session ended he had posted a best 52.469, the slowest time of the 14 cars but only 0.679 off pacesetter Patricio O'Ward. Of the much more experienced Team Penske drivers, Josef Newgarden was third quickest with a 52.055, Will Power clocked a best 52.362 and Simon Pagenaud 52.378, so the PPG # 3 wasn't very far behind his team mates. "It was a pretty busy day. My neck is feeling it after a long off-season, but I'm happy I've done the work. I'm feeling good, we're much closer which is the main thing. It's so close, it's the most competitive series in the world and I'm excited for more test days coming up and getting more and more comfortable in the car". McLaughlin later commented "If I get to the end of the year and I'm in the top 10 of the championship or the top 8 of the championship, that would almost be a win for me. I am realistic about my expectations, but I am impatient, I'm competitive and I want to make sure we get to the front as quick as we can". This Kiwi is definitely wanting to fly

Two NZedders in DTM. There will be increased interest in this year's DEKRA DTM Championship that will be run under the FIA group 3 regulations. Red Bull will have a big presence with two Ferrari 488 GT3s prepared by crack Italian outfit AF Corse. Liam Lawson will contest the full series in the Red Bull liveried car, while Alexander Albon and Nick Cassidy will share driving duties in the second car that wears the colours of Red Bull's fashion brand Alpha Tauri. Despite being dropped from Formula 1, Albon retains the role of test and reserve driver, so Cassidy will be behind the wheel where F1 takes priority. The DEKRA DTM Championship is scheduled to begin at the Monza Circuit on 18-20 June. Top car, top drivers...



Back behind the wheel. Early last month Tony Quinn took time out from being the businessman to compete in the three-day High Country Tarmac Rally that was based out of Mount Buller in north-east Victoria. With Kate Catford in the navigator's seat of the 2018 Nissan GT-R Quinn finished second overall and won the GT Outright class, 2 minutes 27 seconds behind the winner, Dean Lillie. In his first rally Lillie was super impressive at the wheel of his 2007 Mitsubishi Evo X, winning outright and claiming the Early Modern 4 category silverware. It's well known that Tony Quinn is something of a Targa style rally specialist...

Chasing another treble. Not satisfied with claiming a triple crown in this country by winning his class in the Rally of Auckland, taking outright victory in the 'Battle of Jack's Ridge' ralliesprint and winning the New Zealand Grand Prix, Shane Van Gisbergen has his sights set on a Bathurst triple crown. SVG has already won the Bathurst 12 Hour and Bathurst 1000 races, at Easter he's entered for the Hi-Tec Oil Bathurst 6 Hour production car race driving a Smollen Motorsport BMW M4. "The motor is race prepared, they've got good suspension, good brakes, and they still do 280 down Conrod Straight, they're properly fast cars. Watching the racing the past couple of years, it looks pretty fun seeing all kinds of cars racing. It should be cool to do something different". SVG will be on double driving duty, the same weekend is the opening round of the Fanatec GT

World Challenge Australia, taking him from a production BMW M4 to a GT3 spec AMG Mercedes. A busy time at Mount Panorama next month for Mr Giz...

February ended with Scott McLaughlin and the other three Team Penske drivers at the Barber Motorsport Park in Alabama for another day of testing prior to the opening round of the NTT IndyCar Series, twelve drivers were in attendance including former F1 racer Romain Grojean. The #3 PPG car completed 104 laps during the day that ended with Scott posting the 7th quickest lap with a team mate either side on the time sheet. Fastest was 2020 IndyCar rookie of the year Rinus VeeKay with a best lap of 66.515, Team Penske's Will Power was 4th on the time sheet at + 0.384, Josef Newgarden 6th at + 0.521, McLaughlin 7th at + 0.547 and Simon Pagenaud 8th at + 0.648, showing the kiwi is right in the mix with his vastly more experienced team mates. Still nursing his injured left hand from the Bahrain Grand Prix crash, Romain Grojean had his first outing for Dale Coyne Racing, running a total of 83 laps that included a spin into the gravel trap at Turn 1, he was slowest of the twelve cars 0.960 behind VeeKay but was happy with his performance, noting the lack of power steering the biggest difference between an F1 and IndyCar. Round 1 of the 2021 championship series is at the same circuit on 17/18 April with McLaughlin looking in very good shape...

RH





Following the new year festivities, it's been a relatively quiet start to 2021 for the Hartleys, partly because the snow they enjoyed in Finland followed them back towards their Monte Carlo home and caused the cancellation of the planned January Toyota Gazoo Racing testing of the team's new GR010 Hybrid at the Ciudad del Motor de Aragon circuit in Spain.

Situated about halfway between Barcelona and Madrid and commonly referred to as MotorLand Aragon, the 5.34 kilometre circuit is one of the better designs from the computer of German architect Hermann Tilke, one feature is the 50 metre elevation change. Early last month TGR returned with a 3-day programme to get their targeted test mileage back on track, for the first time all six team drivers were together, remember that Kamui Kobayashi and Kazuki Nakajima missed the October and December testing because of their Super Formula commitments in Japan, unfortunately Brendon couldn't fully participate after picking-up a stomach infection.

The test included the first night running of the GR010, interestingly GRT haven't revealed any lap times or data from any of the tests, nothing like keeping the opposition guessing.

The opening round of the 2021 FIA WEC has been rescheduled once, it's currently set down for 04 April at Portimao in Portugal, a circuit that Gazoo Racing Toyota and its champion drivers know well. Who knows what the new season will bring for our man, perhaps a third Le Mans 24 Hour win or a third WEC world title. We'll have to wait and see...

RH





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PARTING SHOT



Daybreaker Rally start in 2000 outside the original Palmfeild Motors showroom. Imagine trying to block off Rangitikei Street now!!

Photos by Brent Bottin

