

# **Manawatu Car Club Inc**

## **Magazine**

### **April 2021**



# **RACE WITH US!**



I had no sooner written my last editorial than another report of a completely farcical sentencing following a fatal crash had me wondering what the hell is up with our current judicial system. The article heading “Gasps in court as drugged driver in fatal crash sentenced” said it all. This case involved the defendant driving under the influence of methamphetamine, going straight through a Give Way in a vehicle with an inoperative speedo and T-boning an innocent 54-year-old who died the following day. The sentence? Nine months’ home detention .... Oh, and reparation of \$5,000 to be paid at \$20 per week. Seriously?? What an absolute f\*#@ing joke. Perhaps we would be better off just giving these people a cuddle and telling them not to be naughty again and save on the whole charade of a court case. I bet the Police involved were as gutted as the family that lost a father, grandfather, son and brother.

I promised last month that I’d touch on some areas of the regional transport plan that has been up for submissions. The plan covers the Manawatu-Wanganui region which encompasses Ruapehu, Wanganui, Rangitikei, Manawatu, Taranaki and Horowhenua districts plus Palmerston North City. The list of 19 prioritized activities show a number of projects aimed at increased safety on some significant and accident prone intersections plus development of the PN freight hub, a joint development around the Capital Connection rail link, PNCC’s bus terminal redevelopment and cycleway extensions. Commendable (actually noted as aspirational) targets seeking to be met by 2030 are to increase active travel and use of public transport by 50%, to reduce deaths and serious injuries on our roading network by 40% and to reduce regional carbon emissions by 30%.

Now for the stats. The most interesting ones show that for work travel there is a 72% use of private & company vehicles, just 0.7% use buses and 2.2% use bicycles (the other 13.9% work from home). So, apart from the “work from homers” almost everyone travels to work by vehicle. Why? Are the bus services that crap? Agreed if you are outside the urban areas then it probably is a reflection on ease of use and independence but within the cities and their satellites?? remember a 50% increase in public transport use will still only equate to 1% utilization. Even when you look at the education travel figures there is a huge bias to private vehicles, 42.6% vs 18% walking, 4.2% bicycle and just 4.7% school bus. Surely far fewer little darlings actually NEED to be dropped at the school gates by Mummy/Daddy every morning?? I guess this points very much toward a huge cultural change that has to take place before we as a society are weaned from our current vehicle usage, regardless of motive power. From my daily commute observations, almost every vehicle has just one occupant, me included. Surely this mindset needs to change too?? There is some encouragement being given to use alternative transport, so where is the stumbling block?? Are the alternatives just not there or insufficient to meet demands?? What needs to be done to make that shift happen?? For example, is a park and ride system between Feilding & Palmy and a ban on vehicles in the town and city centres to allow pedestrians and bicycles free rein feasible?? With a flat terrain and large youth population Palmy would be ideally suited to bicycle use, as would Wanganui and Levin.

A significant investment (budgeted \$250 million) in the Palmerston North Integrated Transport Initiative should help, except that details on this scheme are very sketchy, with a fluffy 3 year old document from the NZTA being the most solid evidence. It would appear this encompasses much of the work to develop north/south and east/west corridors and a ring road around the city in combination with the freight hub/rail centre. This would certainly help congestion and make Palmerston North City far more alternative transport friendly. I know the Mayors read this, perhaps they might like to comment. To my mind there appears to be much reactivity and little proactivity even though some of the figures quoted are eye watering.

Interesting article by Richard B last month, and he's right. With the worldwide push to alternative fuel sources, in particular electricity, we are, sadly, in the hands of the major car manufacturers. If all they are building is electric, then we have no choice as a new car consumer. What I'd like to know is what are the Government doing to be ready for this?? I see precious little evidence of projects to increase production and upgrading of power delivery networks to meet what will surely become an enormous demand. Perhaps this is why nothing has been done to extend Tiwai Point's closure beyond 2024, it does after all consume 14% of our current power production.

While I'm on the subject, let's have a quick look at climate change. I have already stated that personally I accept the climate is changing, but I believe the effect of human activity is being grossly overstated. For over 30 years we have had dire warnings, none of which have materialized. We are constantly told that climate change is driven by industrialization and the burning of fossil fuels, with CO<sub>2</sub> seen as the bad guy. With all the worldwide lockdowns in the last 12 months, reduced manufacturing, far less vehicular travel and virtually non-existent international airline travel since Covid hit, one would expect that the outlook, short term, would be far better. Less pollution, less CO<sub>2</sub> = better result, surely? Errmmm, actually, no. In the northern spring last year when the world came to an unprecedented grinding halt, there was actually a slight warming. Apparently as air pollution stopped so to did the ability of aerosols (produced by the burning of fossil fuels) to cool the planet by reflecting sunlight away. This is verifiable information from Professor Piers Forster, a professor of physical climate change and director of the Priestley International Centre for Climate at the University of Leeds.

So, let me get this straight. We are increasing the temperature of the planet by burning fossil fuels AND also by not burning them. You can no doubt see why I remain unconvinced. Perhaps, just perhaps, that big yellow thing in the sky has something to do with it???. Let the debate begin .....

Well, Pararorangi Road Rallysprint has been and gone, the first gravel event the club has run in a very long time. We maxed out the entries before the close, and the day ran very well, despite a slight organizational hiccup that delayed the start of the runs. Everyone had a practice and 3 timed runs and we were back at the Chelty early for prizegiving. My profound thanks to all involved and to the volunteers on the day. We struggled to get the number of helpers needed (why is that in a club that boasts 450 odd members??) but those that did put their hands up were truly appreciated. Take a bow Jeff Braid, Jeff Wells, Rod & Joy Bracegirdle, Brian Davies, Gayle Cresswell, Colleen Weir, Jarod Bracegirdle, Tony McConachy, Rod McCardle, Andrew Francis, Greg Browne and Peter Weir. I had arranged for one of the landowners to go for a run with Greg Browne (Jodie normally takes just over 8 minutes to get up the road to home, Greg did it in under 4!!) and for one of the Waituna West School ladies too (Nic being more used to a single horse power !!). Thanks heaps Greg, this kind of PR is priceless and the overwhelmingly positive reactions from both ladies should remind us why we need to showcase our sport more. The fact that the top 3 were covered by 0.2 seconds over a 4.8km piece of road is testament to the outstanding competition in the series. Congratulations to Gareth McLachlan on winning by a gnats whisker.



■ In September last year the AA launched its first Battery Service EV breakdown van, fitted with a lightweight charger. So what we have here is a fossil-fuel burning van rescuing stranded electric vehicles. Classic.

So after a bit of a breather April is a full on month again, with the Transpec/GT Oils Open Day, Mitre 10 MEGA summer series last round and the 4 & Rotary event. Plenty of action to cater for all tastes, so get out there and have a go.

That's it for another month. Keep the rubber side down.

TW



January

N°	S	M	T	W	T	F	S
53						1	2
1	3	4	5	6	7	8	9
2	10	11	12	13	14	15	16
3	17	18	19	20	21	22	23
4	24	25	26	27	28	29	30
5	31						

February

N°	S	M	T	W	T	F	S
5		1	2	3	4	5	6
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7	14	15	16	17	18	19	20
8	21	22	23	24	25	26	27
9	28						

March

N°	S	M	T	W	T	F	S
9		1	2	3	4	5	6
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11	14	15	16	17	18	19	20
12	21	22	23	24	25	26	27
13	28	29	30	31			

April

N°	S	M	T	W	T	F	S
13					1	2	3
14	4	5	6	7	8	9	10
15	11	12	13	14	15	16	17
16	18	19	20	21	22	23	24
17	25	26	27	28	29	30	

May

N°	S	M	T	W	T	F	S
17							1
18	2	3	4	5	6	7	8
19	9	10	11	12	13	14	15
20	16	17	18	19	20	21	22
21	23	24	25	26	27	28	29
22	30	31					

June

N°	S	M	T	W	T	F	S
22		1	2	3	4	5	6
23	7	8	9	10	11	12	13
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25	21	22	23	24	25	26	27
26	28	29	30				

July

N°	S	M	T	W	T	F	S
26					1	2	3
27	4	5	6	7	8	9	10
28	11	12	13	14	15	16	17
29	18	19	20	21	22	23	24
30	25	26	27	28	29	30	31

August

N°	S	M	T	W	T	F	S
31	1	2	3	4	5	6	7
32	8	9	10	11	12	13	14
33	15	16	17	18	19	20	21
34	22	23	24	25	26	27	28
35	29	30	31				

September

N°	S	M	T	W	T	F	S
35					1	2	3
36	4	5	6	7	8	9	10
37	12	13	14	15	16	17	18
38	19	20	21	22	23	24	25
39	26	27	28	29	30		

October

N°	S	M	T	W	T	F	S
39						1	2
40	3	4	5	6	7	8	9
41	10	11	12	13	14	15	16
42	17	18	19	20	21	22	23
43	24	25	26	27	28	29	30
44	31						

November

N°	S	M	T	W	T	F	S
44		1	2	3	4	5	6
45	7	8	9	10	11	12	13
46	14	15	16	17	18	19	20
47	21	22	23	24	25	26	27
48	28	29	30				

December

N°	S	M	T	W	T	F	S
48					1	2	3
49	4	5	6	7	8	9	10
50	12	13	14	15	16	17	18
51	19	20	21	22	23	24	25
52	26	27	28	29	30	31	

MCC 2021 CALENDAR

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## APRIL

- Friday 9<sup>th</sup> Manfeild Test Day
- Saturday 10<sup>th</sup> Transpec / GT Oil Manfeild Open Day
- Sunday 11<sup>th</sup> Mitre 10 MEGA Summer Series Round 3
- Saturday 17<sup>th</sup> Mitre 10 MEGA Summer Series Prize Giving – Verdict Café
- Saturday 17<sup>th</sup> 4 & Rotary Jamboree
- Sunday 18<sup>th</sup> 4 & Rotary Jamboree



## MAY

- Saturday 1<sup>st</sup> Alfa May Madness
- Friday 14<sup>th</sup> Manfeild Test Day
- Saturday 15<sup>th</sup> Otara Road Sealed Sprint / Touge Drift
- Saturday 29<sup>th</sup> Drift Tutoring – Back Track



## JUNE

- Friday 4<sup>th</sup> Manfeild Test Day
- Saturday 5<sup>th</sup> Feilding Auto Electrical Winter Series Round 1 Test day
- Sunday 6<sup>th</sup> Feilding Auto Electrical Winter Series Round 1 Race Day
- Sunday 20<sup>th</sup> Transpec / GT Oil Manfeild Open Day



## **JULY**

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

## **AUGUST**

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

## **SEPTEMBER**

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

## **OCTOBER**

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



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Electrical Ltd**

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71 Stafford St, Feilding • Email: [fae@inspire.net.nz](mailto:fae@inspire.net.nz)

## NOVEMBER

Friday 5 <sup>th</sup>	Manfeild Test Day
Sunday 7 <sup>th</sup>	Transpec / GT Oil Manfeild Open Day
Friday 12 <sup>th</sup>	MG Classic Test Day
Saturday 13 <sup>th</sup>	MG Classic Race Day 1
Sunday 14 <sup>th</sup>	MG Classic Race Day 2
Saturday 20 <sup>th</sup>	ShowVember



## DECEMBER

Friday 3 <sup>rd</sup>	Manfeild Test Day
Saturday 4 <sup>th</sup>	Mitre 10 MEGA Summer Race Series Round 1
Sunday 5 <sup>th</sup>	Mitre 10 MEGA Summer Race Series Round 1
Saturday 11 <sup>th</sup>	MCC Xmas Party







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Noel Beale



Jill Hogg



Kaye Flannagan



Donna Whale



Greg Browne



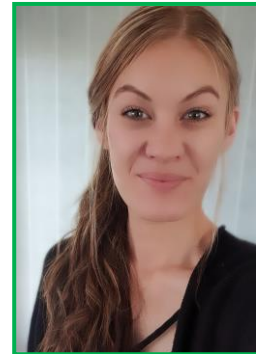
Gareth Stanley



Nick Stewart



Markku Braid



Jodie Bell



Russell Harris  
Club Advisor



Brian Davies  
Club Advisor



Trevor Weir  
Club Advisor / Magazine Editor

# FROM THE PRESIDENTS PEN



It is not often that I do not know what to write, but this month I am actually a little stuck for words... It is not that I don't have anything to write about... quite the opposite actually... I just don't know where to start... at the beginning is probably a good place I hear you saying.

But me being me I will start at the end... the end of the month of March that is, which was yesterday, as today is "Good Friday" as I sit in my office with my feet rubbing the back of my cat as she sits under my desk. Stop rubbing and she will bite me, rub too hard and she will bite me, rub too fast and she will bite me... see the pattern here!

Anyway yesterday marked one month since I started my new role at Tracgrip Hydraulics and Equipment Ltd, and what a cool month it has been. Firstly, I have been home every night of the month, which is the first time that has happened for the 35 years that I have been working. Secondly, I have had an immense amount of fun learning all about the business and the people that work there, and I get to see some really cool stuff being built for all matter of industries, and by some very clever people indeed. I am really looking forward to what the future holds at the "new TG".



Also yesterday saw me have a good laugh at one of my good friend's expense. I rang him to see if he was going to be home later on in the day as I had something to drop off to him, which he said that he was going to be but it was going to be late, so I said that I would drop the item off to his better half as I was just around the corner from her work. As we ended the conversation I said that we should catch up over the weekend, which he replied that of course we would do that as we were racing this weekend, so he would see me there wouldn't he. Now the unfortunate thing is that I said that he was a week ahead of himself, which he didn't believe me at first, however what I should have said was yep I will see you there and sat at the gate waiting for him on Sunday with a camera at the ready, as this would have been front page news for the next magazine! The other funny thing is that he is usually ready only the day before a meeting, so now he has all week to do something else. Who was this person, well I was sworn to secrecy and I promised I would not tell a soul his name... but his initials are N.S and he is on the previous page, third row down, second from the left!

You will see on the previous page that we have had some new photos done of our MCC Committee and our Club Advisors. Unfortunately, Jodie could not make the photo shoot, so we have used a previous photo of her, but we will get her in front of the camera soon enough. It is something that I have been wanting to do for a while now as the previous photos were a little sketchy to say the least. A huge thanks to Gary (Magnum) Rodgers - [www.magnum-images.co.nz](http://www.magnum-images.co.nz) for making us all look presentable.

As many of you will be aware my previous role was working for the National Road Carriers Association, New Zealand's largest road transport association with about 2,000 transport and associated businesses being



members. Although I moved on from this role, I would like to share with you all some of the great offerings I have been exposed to that may be of value to some of you, particularly those members that own businesses!

Super-Advice NZ:

Web: [www.super-advice.co.nz](http://www.super-advice.co.nz)

Ph: 0800 89 46 88

Email: [service@super-advice.co.nz](mailto:service@super-advice.co.nz)

- **Lifestyle Interruption Cover (Insurance as a benefit for employees):** This is a simple and unique insurance product that was designed to cover Team Members if they got sick or injured. It pays an amount to that team member depending on what injury / sickness occurred.
- **Financial Wellness Package:** This program can be purchased by a business. Essentially it provides access to financial advisers for employees. Super-Advice's advisers will work with your employees and their families - **lifting financial literacy and capability.**
- **Life and Health Insurance for employees:** They'll do \$10,000 Life Cover for \$1.00 a week per person.

I found them innovative and great to deal with. They'll come sit with you and work on idea's in a pressure free environment. The entire offering above is designed to **attract and retain valued employees** 😊

Feel free to come to me for an introduction or call Jeremy on 0800 89 46 88 and tell him you are from the Manawatu Car Club.



I haven't been truly excited about watching motorsport on TV for some time now if I am honest, well apart from Moto GP which never fails to put on exciting races across all of the three classes, but the 4 wheeled brigade has been somewhat boring over the past couple of years with bugger all passing taking place in a race. Well the first two rounds of the V8 Supercars have changed all of that, and in particular our own SVG – Shane Van Gisbergen. That first race at Sandown had me sitting on the edge of my chair, shouting at the TV in the closing laps as SVG carved up the field and cleaned house. The following two races the next day were the icing on an already delicious (gluten and dairy free) cake. Some of the best driving that I have seen in a while and he was so humble after each race too, a sign of a true champion in the making...

Some not so great news... It is funny how things get around, and the old Chinese whispers start. Over the past month a couple of people have come up to me and have proceeded to tell me what is happening with the club and how they were / are a little disappointed in that things have been kept quiet especially when one of those things was to do with the MCC Clubrooms. So in this section of my write up I will set the record straight. Over the past few years I have noted in my President's Report at our AGM's that we have built up reserves for a rainy day (such as the Covid impact) and to also have in case we had to use some money to bring the clubrooms up to Earthquake Standard, no secrets there! Well about six weeks ago (the week after the AGM) I finally received the Earthquake report that we commissioned at the end of last year, and it wasn't pretty. In fact, it was a little worse than I thought it would be... our score was 20%NBS. If you are in the building trade or own commercial buildings you will know that this score is not great, especially when the minimum score required is 33%NBS. So now that we know for sure what we are dealing with we can look at what we do from here. Needless to say we have not just started the where too from here, now, we have been working on options leading into getting this report, however we were hopeful of a higher score obviously. So while it is our duty to explore all options, nothing will be done without notifying all of the MCC Members what those options

are, which will be done at a Special Meeting. So right at the moment we are not selling the property, nor are we moving somewhere else in the immediate future, what we are doing is getting all of the facts and figures together so that we are clear on all of the options available to us, all of us! The decisions we have made straight away however are around safety, which will see the clubrooms mothballed for the here and now and not be used for any social functions until we bring the building up to spec (if we as a club decide to go that way) and yes while the risk is extremely low that an earthquake would occur that would be strong enough to topple the building while a function was being held at the same time, the MCC Committee and I will never ever take that chance, remember no one thought Christchurch was prone to an Earthquake or that we would see NZ locked down due to a pandemic. So if anyone wants to know any more about the clubrooms please do not hesitate to call me at any time on 027-2900-668 to get the true story.

**Mitre 10 Summer Series Prize Giving** – so this will not take place at the MCC Clubrooms due to the above, it will take place however at the Verdict Café on the square. It will be a late afternoon event starting at 3pm, prize giving will start at 4pm, where we will crown the winners of the classes of the Mitre 10 Mega Summer Race Series and also hand out awards to our awesome volunteers. There will be a small charge to this year's event - \$10 for the food, and it will be a BYO event with regards to drinks. To book yourself a spot at prize giving please go to the following: <https://manawatucarclub.org.nz/get-involved/shop/summer-series-prize-giving/> Please note that all winners and place-getters of each Summer Series class will be contacted after the final round on the 11<sup>th</sup> April to confirm their attendance.

**MITRE 10**  
**MEGA**

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**PALMERSTON NORTH**

**SUMMER RACE SERIES**

**Final Round – Manfeild – Sunday 11<sup>th</sup> April 2021**

**Prize Giving – Saturday 17<sup>th</sup> April from 3pm at the Verdict Cafe**

**Please confirm your attendance by booking at the following:**

<https://manawatucarclub.org.nz/get-involved/shop/summer-series-prize-giving/>

And lastly, the mighty Corolla is back at home in the shed. I am endeavouring to de-sticker it this weekend in readiness for its new home, wherever that may be, hopefully it will stay in the region and be seen racing at Manfeild: Circuit Chris Amon again, but who knows. I am keen to move it on, to make way for a new project, so if you are thinking it might be a bit of you then feel free to give me a call and we can talk. The advert on Trade Me is here - [Toyota Corolla GT Sedan | Trade Me Motors](#)

I look forward to seeing you at the track next weekend...

Richie



**NAME:** Richard Brown

**BORN:** 1956

**OCCUPATION:** Making memories

**RACE CAR:** My sons Mazda Rx7

**EVERYDAY DRIVE CAR:** Suzuki SX4 – 2.0L 6 speed manual

**DREAM CAR:** Series 1 Landrover

**YOUR BEST MOMENT IN MOTORSPORT?**

Winning the 2013 Road & Track Rookie class



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

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

Possum Bourne, Ken Smith, Peter Blake

**WHO WOULD YOU PLAY IN A MOVIE?** Ethan Hunt – Mission Impossible

**THREE WORDS THAT BEST DESCRIBE YOU...**

Practical, Opinionated, Discerning

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

Series 1 Landrover. Tough, Reliable and Honest.

**WHAT IS YOUR SECRET VICE?** White Chocolate

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

That I volunteer for an International development aid

**FAVORITE QUOTE...**

“Don’t cling to a mistake, just because we spent a long time making it.”





# PRIZE GIVING WE WANT YOU TO ATTEND!

The Mitre 10 Mega Summer Race Series Prize Giving is to be held  
at the Verdict Café – 32a (upstairs) The Square  
Palmerston North

**Date:** Saturday 17<sup>th</sup> April 2021

**Time:** Doors open at 3.00pm / Prize Giving from 4.00pm

**Where:** Verdict Café – 32a The Square (upstairs) P.Nth

**Food:** Finger Food

**Cost:** \$10 incl GST per person

**Drinks:** This is a BYO drinks

**Confirm your attendance and purchase your tickets here:**

**<https://manawatucarclub.org.nz/get-involved/shop/summer-series-prize-giving/>**





It's 'oops' time again. MCC Life Member and Patron Brian Davies' eagle-like vision picked-up a big error in last month's magazine. In the story 'A Short History Lesson' about the cars that have raced in the current Supercar era there was no reference to the famous three-pointed star of Mercedes-Benz, a complete oversight. The story should be completed as the involvement of the name includes the difficulties of Erebus as a new privateer team. Formed in 2011 and solely owned by the colourful Betty Klimenko, Erebus Racing was enjoying success in Australian and International GT racing running Mercedes-Benz AMG SLS GT3 cars, two years later the decision was made to compete in the International V8 Supercars Championship under the banner of Erebus Motorsport. Three AMG E63's were entered under the category's new 'Car of the Future' regulations, the first were built around a Ford Falcon chassis and used components sourced from AMG, they were the first AMG cars built outside of Germany. The engine was a 5-litre version of the 6.2 litre AMG V8, it featured a flat-plane crankshaft and produced a claimed 485 kW (650 bhp), a figure that was in-line with the rules. It was tough going for the fledgling Supercar team and at the end of 2013 the decision was made to reduce to a two-car team, there was joy when Lee Holdsworth scored the first win for Erebus at Winton, but 2014 was another year of struggling and the end of the road was approaching. There was no factory or dealer support from Mercedes-Benz and the Erebus AMG contract was not renewed for 2015 but the team was allowed to run the cars and engines as previously. Will Davison won at Barbagello in Western Australia and had six 'Top 5' finishes, but without significant backing Betty Klimenko couldn't continue to fund the M-B AMG programme herself and the E63 AMG cars were locked away in the workshop where they remain today. It was purely a business decision, the bold and ambitious attempt to take on the big players at their own game was an expensive experience, but like Volvo and Nissan, Erebus found it was much easier said than done. With backing from Penrite Oil, Erebus Motorsport did return the following year running a pair of Walkinshaw built VF Holden Commodores, then in 2017 the larger-than-life Betty had her dream come true when the # 9 Commodore driven by Dave Reynolds and Luke Youlden won the Supercheap Auto 1000 in a dramatic six lap sprint to the flag, the second Erebus entry shared by Dale Wood and our man Chris Pither finished fourth, 6.3 seconds behind the sister car. The brands of Mercedes-Benz, Volvo and Nissan brought a point-of-difference and breathe of fresh air to the Supercar scene, we should salute people like Betty Kliminko, Garry Rogers and the Kelly brothers for being bold enough to think and look outside of the square...





A new star in the club's galaxy? His name is Kaleb Ngatoa, the 19-year-old from Marton who impressed the pundits through his early karting days when he picked-up four major New Zealand titles before collecting the Formula First Cup in the Feilding Auto Electrical Winter Series five years ago. There were stints in Formula Ford and NZ Toyota 86 before lining-up on the grid for this year's Toyota Racing Series, at his first meeting at Hampton Downs Kaleb produced a sensational lap on a wet track to claim pole position for the 66th New Zealand Grand Prix, placing 4th in the race and finishing runner-up in the three round series with three podiums to his name. His performances were exceptional for a relatively inexperienced driver and caught the eye of Peter Johnson, a very prominent figure in our motorsport circles who mentored and was a key part of the support mechanism for two of this country's most outstanding young drivers who have gone on to achieve greatness on the global stage, Scott Dixon and Brendon Hartley. Under PJ's guidance Kaleb Ngatoa is racing across the Tasman contesting the remaining rounds of the exciting VHT S5000 Championship with top Adelaide-based outfit Team BRM, a big jump from a 'wings and slicks' 1.8 litre TRS car to a thundering 5.0 litre 560 horsepower V8 powered racer. "I'm really looking forward to racing against a group of such well qualified drivers in what looks like an awesome car. My learning curve is going to be very sharp, it's going to be an awesome experience". Team BRM owner Mark Rundle - "We are excited to have Kaleb join the team for the remainder of the championship. His effort first up in the TRS series was terrific so, even though he is relatively inexperienced, he should be sharp and on form. Phillip Island or Sandown, however it pans out, are both challenging circuits to start his S5000 career, but based on how he has performed in New Zealand, we're confident he will get up to speed quickly"...



Not the first Kiwi. S5000 made a brief initial appearance in 2019 with races at Sandown Raceway and The Bend. New Zealand drivers Tom Alexander and Taylor Cockerton were on the Sandown grid alongside former Ferrari F1 driver Rubens Barrichello who drove one of the Team BRM entries. Anton De Pasquale and Alex Davison had single drives in the same red car that's now in Kaleb's talented hands and sporting sponsorship from Marton businesses J & J Walters Asphalters and Robbie's Automotive that happens to be Kaleb's father's business, perhaps the car should be named 'Spirit of Marton'. He is also supported by the Giltrap Group and has entered an impressive stable that includes Brendon Hartley, Earl Bamber and Mitch Evans. Kaleb has joined a team with a particularly strong driver line-up that matches experience with speed in S5000, Thomas Randle and Joey Mawson are his BRM team mates, it will be an exciting trio to follow. The young Ngatoa could be a lure to bring other New Zealand TRS drivers into the S5000 series, the cars are scheduled to race at the Bathurst International meeting at Mount Panorama in November. That's a very big carrot to dangle...



What's Rodin? When Liam Lawson arrived in Bahrain for the FIA Formula 2 pre-season testing there was a new name added to the # 7 car that's now referred to as Red Bull/Rodin, the latter is boldly written on the top of the sidepods and the back of the rear wing. The name comes from one of Liam Lawson's major backers in his home country, tech guru Dave Dicker who is the head of Dicker Data Australia and the very wealthy owner of a 550-hectare farm located at Mount Lyford in the South Island's Kaikoura Ranges, a one and a half hour drive north of Christchurch. There's no big flashy homestead, trout fishing lake or private golf course, but there is a 2.8 kilometre hot-mix race track with pits and service bays, there are also sheds with all the equipment needed to fabricate state-of-the-art racing cars from scratch using exotic materials. Mr Dicker is best known for his 4-litre V10 engined Rodin FZED 'grand prix' racing car that's been driven by a number of top Kiwi drivers in past years at his private circuit, but where does the 'Rodin' name come from? Auguste Rodin was a famous French sculptor who created the iconic statue 'The Thinker' in 1906, it depicts a naked man sitting with his chin resting in his hand, Dave Dicker believes the statue's title embodies his personal life. With what he's done and achieved it's hard to argue with that...



Interesting problem surfaced. Winning both Repco Supercar Championship races at the opening round at Mount Panorama wasn't as easy as it might have appeared Shane Van Gisbergen, apparently life inside the Red Bull Ampol Commodore wasn't particularly easy thanks to the new dashboard specification introduced for this year. There's less prompting about roll bar adjustments and the wheel spin lights have gone, the brake lock-up lights have been restricted to one stage which means longer lock-ups will not trigger lights. It means modifying his driving style with getting less feedback from the dashboard, more seat-of-the-pants stuff like the old days. Team mate Jamie Whincup was strangely off the pace throughout the weekend, finishing 7th and 6th in the two races won by his team mate. Was the difference engineer David Cauchi who has swapped sides of the garage from car 88 to car 97? It was Cauchi who made the call in Race 2 regarding SVG's first pit stop, it was perfectly timed and won the race. It leads to the question could Van Gisbergen and Cauchi be the new Supercar 'dream' team following on from Scott McLaughlin and his French engineer Ludo Lacroix...

*Promotional coup. To celebrate its first Supercar Championship meeting as naming rights sponsor Repco took Sir Jack Brabham's 1966 world championship winning Brabham BT19 for a weekend out of its 'garage' at the company's Melbourne headquarters. The one-off BT19 is powered by a Repco Engineering developed engine based on the alloy Oldsmobile V8, the famous car led the formation lap for both races driven by grandson Max*

Brabham. Memories of fifty-five years ago were revived for the older generation and it also gave the younger generation the opportunity to see and hear what a real racing car was like. So appropriate...



Record breaker # 1. When Shane Van Gisbergen crossed the finish line at the end of the second 40 lap 250 kilometre race at Bathurst the timing clock stopped at 1 hour 26 minutes 39 seconds, a quick calculation translated the time to an average speed of 172.08 kilometres an hour. That made it the fastest Supercar race on Australian soil in the 61-year history of the Australian Touring Car/Supercars Championship, the previous mark was set in a 14 lap race at Phillip Island in 2015 when Jamie Whincup averaged 171.25 km/h. When comparing the two speeds you have to take into account that SVG had to make two compulsory pit stops that included a minimum 140 litre fuel drop. It was the fastest race on an Australian circuit, but not the fastest ever Supercar race, it ranks only the fourth with the three faster speeds being recorded at the Pukekohe Raceway. In 2005 Greg Murphy won all three races in front of his home crowd, in the first 36 lap race he averaged 175.85 km/h which is the outright Supercar race record average speed. So NZ drivers hold the records on both sides of the Tasman, sorry cobbler...

On the road again. Our resident racing scribe has been visiting interesting places in interesting vehicles, including an 'overseas' trip to the South Island. Central Otago is possibly the most fascinating region that our country with what it has to offer in both summer and winter months, there's so much more to the region than just Queenstown. Over the years Mr Bosselman has seen most of it, the most recent occasion was driving the new 2021 model Subaru Outback on this country's highest public road that dates back to the gold rush days that began when the precious metal was discovered in 1862, much evidence of its past history remains. The Sooby Outback was well named for this kind of territory that's only driveable in the summer, the road surface is a combination of dirt, gravel and hard rock with multiple small river crossings, a 65 kilometre journey passing through the Nevis Valley from Bannockburn near Cromwell to Garston at the Southern end of Lake Whakatipu, the summit at Duffers Saddle is 1,275 metres (4,183 ft) above sea level. As could be expected both Mr B and the Sooby were up to the task, completing the drive without drama or incident, it required a lot of thinking and





care though, no bull-at-a-gate stuff. Back in closer-to-home territory there was the evaluation of the latest Volkswagen Multivan that's come a very long way since the original Kombi appeared more than seventy years ago and continues to have a strong cult following. The 30 horsepower 1200cc aircooled flat-four motor mounted behind the rear axle is long gone, front-wheel-drive is more fashionable these days and the power train is a 2-litre turbo diesel coupled to a seven-speed twin-clutch auto transmission, significantly improving performance compared to the Kombi. The Multivan is a seven-seater that can be quickly converted into a freight carrier by removing the seats and folding away various bits and pieces. It also has a 'party trick' called 'cross wind assist' that automatically activates above 80 km/h if the Multivan is hit by a sudden gust of wind or the wake of a passing truck, it activates one or more brakes to help steer against the sudden movement on the road, very clever thinking for vans and the like. Mr B drove the VW from home territory up SH1 to finish up in the Waikato region, not wanting to waste the other seats he picked-up a few mates along the way and somehow the GPS eventually guided Richard into Hampton Downs on the day of the 66th New Zealand Grand Prix, funny that! There was another stroke of good fortune in the form of a pass to the exclusive 'Paddock Club' courtesy of Toyota that allowed moving from one VIP lounge to another, being a respected motoring journalist does have its perks. An interesting road test of an interesting vehicle, thank you Volkswagen NZ, thank you Toyota NZ, thank you mates for coming for the ride...



Not quite over. The VW Multivan wasn't the last product from Germany to be on the Bosselman 'driven' list, how about an interesting pair of five-door four-seat Sportbacks from Ingolstat with the four ring badge on the grille. First, the front-wheel-drive A5 40 TFSI with its 2-litre turbocharged four cylinder pumping 140 kW (187 bhp), the base model has a price tag of \$83,500 but as befitting Mr B's stature in the community the test car had a number of extras that took the price out to \$92,450. The second Audi offering was the Quattro RS5 version with a 331 kW (444 bhp) 3-litre twin-turbo V6 in the engine bay to ensure the performance matches the \$157,000 required to own one, the R5 also gained an 8th gear in the twin-clutch automatic transmission. It would be hard not to enjoy the Audi experience but harder still to write



subjectively for the wider motoring enthusiast, Richard must be envied on one hand, but not necessarily on the other. Keep up with what Richard and his journo mates are testing on his always interesting web site [MotoringNZ.com](http://MotoringNZ.com), you will also learn about America's early motoring history with great stories from Land of Uncle Sam resident Jim Hinckley. It's a highly recommended read...

Getting faster. Preparations for the 2021 NTT IndyCar Series have continued with a lot of focus on the new season's fourth rookie after his nine years and ten podiums in Formula One. Romain Grojean was most impressive in his second test day at the famous 3.6 km Laguna Seca road course at Monterey in California, he ran a total 109 laps and clocked the third fastest time 0.278 of a second behind Arrows McLaren star Patricio O'Ward with Grojean's Dale Coyne Racing team mate Ed Jones second quickest. Rinus VeeKay who posted the fastest lap a week earlier at the Barber Motorsports Park was sixth on the time sheet, but only half a second behind O'Ward followed by Juan Pablo Montoya and Helio Castroneves, two experienced campaigners. With the first round at Barber on the 18th of this month IndyCar testing has been hotting up. So has Romain Grojean...



No empty seat. With Romain Grojean not taking part in the four IndyCar oval races in his rookie season the # 51 Dallara Chevrolet won't be parked up in the DCR workshop. It will be driven by Pietro Fittipaldi, the grandson of two-time world champion Emerson Fittipaldi. Pietro subbed for Grojean at Haas in the last two grand prix of last season following the Frenchman's fiery crash and is the F1 Haas team's reserve driver. So the 24 year old gets to race in the Indy 500, Romain will have to wait another year...

Does this sound like you? A prestigious 89.5 acre property within 2,320 kilometres of the Auckland CBD. Accommodation is a lodge and three cottages totalling ten bedrooms with eight bathrooms set in landscaped





*gardens, together with a 20 x 12 metre toy shed. The property has dual access roads with a 288 metre frontage onto the busier 'main' road. The property offers an excellent mountain view and was last valued at \$5,640,000. The address is 488 Conrod Straight, Bathurst. Does that sound like you...*

Southern sojourn. A short break in the South Island doesn't do anyone any harm, a club member who recently crossed the Strait was Life Member and Patron Brian Davies. There's much more than motorsport in Mr D's life, the part-time 'steampunker' also has a great interest in things with wings, ie, aircraft. The rural town of Ashburton, 87 kms south of Christchurch, has a magnificent aviation museum located on the local airfield, a short drive off SH1. Two large hangars full of pristine aircraft covering all aspects of aviation from military, to commercial, to agricultural and recreational, aircraft from British, American and Russian factories. The museum is the home of the only example of the revolutionary Hawker Harrier 'jump jet' in the Southern Hemisphere, an oddity is a 1950's Russian MiG 17 jet fighter, a type that saw action in Vietnam flown from the north side of the border, a big surprise is an English Gloster Meteor, the first jet aircraft seen in our skies back in 1946, there is amazement everywhere you look. Well worth a visit, the best 10 dollars an aviation enthusiast could ever spend...



*It is going to happen. TCR's introduction to our country has been another story of over promising and under delivering, now it's been confirmed that the inaugural Allied Petroleum New Zealand TCR Championship will be held over three races on a 'winner-take-all' basis, the big prize is free entry into a TCR Australia Championship round of the winner's choice. The venue will be Highlands Motorsport Park on 23/24 of this month, but how many cars and who will drive them will be interesting. One of the first to put his hand up was one of this country's best, Paul Radasich who has enjoyed a distinguished international career in both open wheel race cars and saloons. The 58-year old's CV includes winning the NZGP and Gold Star Championship in 1978, he won back-to-back FIA Touring Car World Cups in 1993 and 1994 driving a V6 Ford Mondeo, and had 108 starts in the Australian Supercar Championship with three wins and eight other podium finishes that included second in the 2000 Bathurst 1000 with Jason Bright. "It's been two years since I drove a two litre touring car in anger. I'm very excited about being involved in TCR and look forward to being part of a history making event". Radasich will drive a M-Developments entered TCR-spec Volkswagen Golf GTi, a car that's proved to be very fast and competitive across the ditch...*

The Rat's opposition. There should be some serious competition for Mr Radasich to contend despite the fact there are only seven cars entered - three Hyundai i30 Ns, two Audi LMS RS3s and single examples of



Honda Civic Type R and VW Golf GTi. Jordan Michels will drive the Honda, Jaden Ransley, Gene Rollinson and Hayden Paddon are behind the wheel of the Hyundai's while the keys of the Audi's have been tossed to Greg Murphy and Chris Van der Drift which makes it two young hot shots up against countless years of experience. Manfeild Circuit Chris Amon witnessed the farcical sight of small number fields at the Castrol TRS meeting, apparently at Highlands Park the TRC grid will be incorporated with the newly launched Super Production Series that's been created for high performance factory built production race cars. Hopefully it won't cause too much confusion for the punters...



How fast? There was a lot of talk in the middle of last month when the 2021 MotoGP teams were pre-season testing at the Losail International Circuit in Qatar where Ducati rider Johann Zarco set an unofficial top speed record of 357.69 km/h (222.258 mph) on the circuit's 1,088 metre main straight. The circuit is 5.38 km long with 16 turns and there is extensive use of artificial grass to minimise sand blowing onto the track. Opened in 2004 it was built in less than a year using a 1,000 strong workforce at a cost of NZ\$80.36 million. That's the fastest speed recorded by a MotoGP bike, what about four wheel racers? The fastest recorded speed for a Formula 1 car is 372.6 km/h (231.5 mph) in practice for the 2005 Italian Grand Prix at Monza, the 'Temple of Speed', achieved by Juan Pablo Montoya driving a McLaren Mercedes and officially recognised by the FIA. Looking at IndyCars, the highest speed reached is 413.51 km/h (256.948 mph) recorded by Paul Tracey at the Michigan International Speedway in 1996 with a lap average of 378.113 km/h (234.949 mph), in the same year Arie Luyendyk set the fastest ever lap at the 'Brickyard' during practice for the Indianapolis 500 with an average speed of 385.051 km/h (239.260 mph). All these speeds are very impressive...





Uncle Sam calling. Two teenage New Zealand drivers are heading to America chasing the dream of one day competing in IndyCars. Billy Frazer is a product on the MCC's FAE Winter Series where he established himself as one of the leading Formula First drivers, he graduated to Formula Ford where he's the current national champion, then moved up again when he had the opportunity to compete in this year's Castrol TRS Championship where he again impressed. Also travelling State-side is Peter Vodanovich, a former NZ Toyota 86 titleholder who was another Castrol TRS rookie. Both drivers have made the move through the TRS partnership with the 'Road to Indy' programme and will race in the USF2000 championship that has an 18 race schedule at tracks that include Barber Motorsport Park, Road America and the Indianapolis Motor Speedway. The Kiwi pair's first outing is at Barber on the 17th and 18th of this month as support races for the opening round of the NTT IndyCar Championship - four NZ drivers at the same meeting...

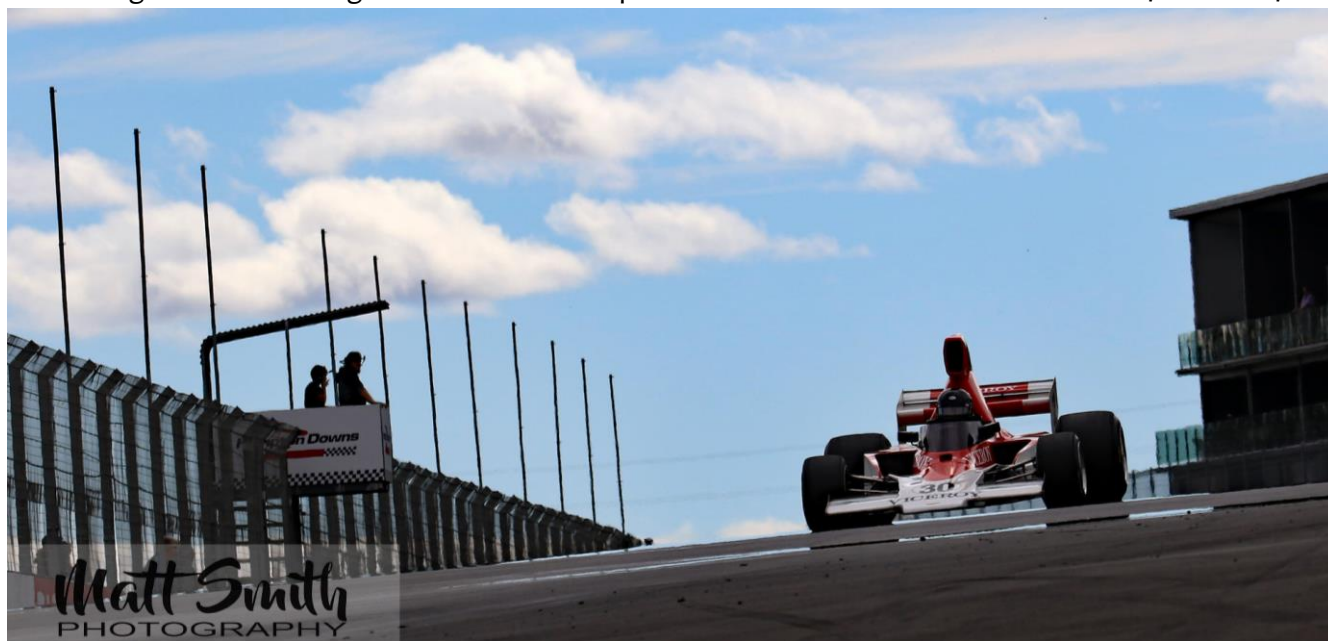
*Looked like Formula First, but it wasn't. Analysing the results of the single-seater racing at the Pukekohe meeting in mid-March revealed how incredibly close the racing was with winning margins of 0.060, 0.064 and 0.011 in the three races. Those margins are extraordinary but surprise surprise, the cars weren't Formula Firsts they were Formula Fords! Eleven cars were on the grid for the ITM National Championship round that incorporated the Giltrap Group North Island Championship but there was a strong Manfeild link, 2019 Formula First SpeedSport Scholarship winner Matthew McCutcheon won the first two races, the third went to James Penrose who had to settle for a pair of seconds behind 'Mighty Mac'. Third in each race was Kyan Davie who is another graduate of the MCC FAE Winter Series. Finally it appears that Formula Ford may have emerged from the doldrums and Dennis Martin would be well pleased...*

Another street circuit for F1. This one is longer, has more turns, has more DRS zones and is faster. In December Saudi Arabia will become the thirty-third country to host a Formula 1 grand prix race. His Royal Highness Prince Kalid Bin Sultan Al Faisal, the President of the Saudi Arabia Automobile and Motorsport Federation, has long held the idea of a F1 race in his country that has previously twice hosted rounds of the FIA Formula E Championship. Track designer Herman Tilke and his team of architects have come-up with an extraordinary street circuit that in part follows the coastline of the Red Sea and 12 kilometres from the centre of Jeddah where the Formula E races were held. The streets comprising the 6.175-kilometre-long circuit are 10½ metres wide, there are 27 corners (16 left 11 right) and three Drag Reduction System (DRS) zones, it's also going to be very fast with average speeds expected to reach 250 km/h (158.34 mph). If that is attained Jeddah will become the second fastest F1 track behind Monza which has the highest recorded race average speed of 257.31 km/h (159.89 mph) currently followed by Silverstone 242.70 km/h (150.808 mph), the slowest circuit is Monaco where the record is 161.80 km/h (100.54 mph). We will have to wait for the Saudi Arabia Grand Prix on 05 December to see if the speed expectation is met...



*Record breaker # 2. When Mr Van Gisbergen took the checker following his epic drive to win Race 1 of the Repco Supercar Championship round at Sandown after starting from 17th on the grid he broke the 56-year-old record for a single driver winning an Australian Touring Car Championship race from the lowest starting position. In 1965 Norm Beechey won from 13th on the grid, back then the ATCC was a single race and Beechey's victory in a Ford Mustang was the first ATCC win for a V8 engined car, rather ironically it was also at Sandown. Another sorry cobber...*

Feilding's flyers flew. Kevin Ingram has well and truly settled into the cockpit of his Formula 5000 Lola T332. At last month's Paul Fahey Festival of Speed at Hampton Downs his scored card read an impressive 3, 2, 3 in a seventeen car field that gridded to the 4th and final round of the SAS Autoparts MSCB NZ F5000 Tasman Cup Revival Series. The star driver was Grant Martin in his Talon MR1/A that he took 'out of the shed' for a run, he started the weekend with the second quickest qualifying lap half a second behind 'man-to-beat' Michael Collins, Ingram was P5 and 2.3 seconds off the pole time. In Race 1 Martin got the jump at the start and fended off Collins' every challenge that ended on the final lap when Collin's Leda GM1 suffered a half-shaft failure. Codie Banks inherited second place and was 6.9 seconds behind at the line with Ingram a similar gap back in third. Tim Rush had posted the 11th fastest qualifying time and improved three places in the 8 lapper to bring the McLaren M22 home in P8, 42 seconds behind the winner. Race 2 was a variation on the Handicap theme with the cars starting in 'speed' groups from pit lane. Shane Windelburn won his third handicap race of the series to head home Ingram by 3.2 seconds with Tim Rush 5½ seconds back in third, the rare sight of two Feilding drivers on the same podium! Michael Collins crossed the line in 7th and 11.70



behind Windelburn, another six seconds back was Martin, both drivers well short of making up their handicaps. The grid for the 10 lap Feature race was set on the finishing positions in Race 1 which meant that Collins would be starting from the back row. Three laps were lost with a Safety Car intervention and they most likely cost Collins the race as at the end of a spectacular charge through the field he was alongside





Martin as the two cars crossed the line, separated by 0.075 in the closest finish of the series, there was a 5.4 seconds gap to Ingram in third with Rush having another excellent drive to claim 9th place. Well done Kevin, well done Tim, you have both done the club proud...

*Riddle solved. For the past four years Formula 1 followers have pondered over an interesting question. Who is the blonde woman who follows Lewis Hamilton like a shadow? Her name is Angela Cullen, his performance coach and physiotherapist, and she's a New Zealander. Raised in Auckland and an exceptional sportswoman who represented her country, Angela trained as a physio before moving to England to continue her studies. She was appointed as a physiotherapist for the British team that competed at the 2004 Olympic Games in Athens, in her homeland Angela was an advisor to High Performance Sport New Zealand. The 46-year-old lives in Switzerland with her husband and two children, listed among her other achievements are cycling across South America and through Africa. It must be a most interesting lifestyle being an integral part of the Mercedes AMG F1 team, what better way to see so many countries while looking after a seven-time world champion. Maybe a book one day...*



“  
Race weekends throw many challenges at me. Solving them efficiently and effectively gives me great satisfaction.

– Angela Cullen

Another expensive Falcon GT-HO sold. On the 17th of last month a group of twenty-four collectable cars went under the auctioneer's hammer at Southward's Museum, ranging from a 1938 Morris 8 to examples of Rolls-Royce, Jaguar, Porsche and Ferrari. The standout was a 1970 XW Ford Falcon GT-HO Phase II that had been imported in 1986 and was expected to sell for between 400 and 450,000, bidding ended at \$414,000. In 1970 the car would have been purchased new for little more than \$NZ5,000! The second highest sale was \$93,150 paid for a 1955 Austin Healey 100 sports car but several offerings remained unsold. Ray William's 1983 Porsche 930 Turbo had a reserve of \$280,000, there were expectations of \$200,000 for both a HSV Holden Commodore GTS-R and a Monaro GTS, both came up short of the required mark. Across the Tasman, last October a GT-HO Phase II was sold on-line for \$NZ430,700 but it was not in the same pristine





condition. From a deceased estate, the one owner car was advertised as a rolling chassis without an engine. It was sitting on odd wheels and the bodywork had thirty-two dents resulting from an axe attack. Looking at the respective selling prices, maybe Australians have too much money to spend on big boys toys...

*Record breaker # 3? This one remains a work in progress and relates to the number of consecutive wins from the start of a season. Shane Van Gisbergen has joined the great Peter Brock with five back-to-back wins, PB achieved it in 1980 driving a Holden Dealer Team VB Commodore. If SVG wins the first race in Tasmania he joins Allan Moffat (1977) and Mark Scaife (1994) with six successive wins, if he wins the second race SVG will be alone at the top with seven straight victories. No pressure then...*

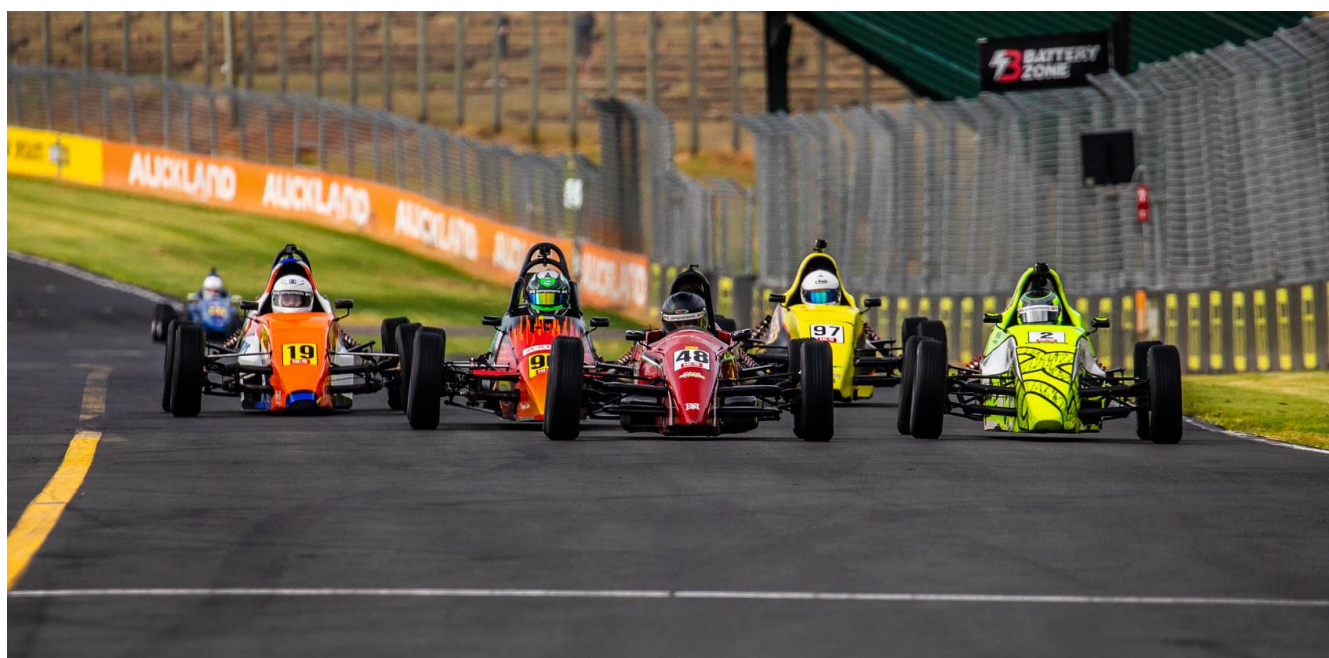
A reminder of the past. When Mick Schumacher took his place on the grid for Haas in the Bahrain Grand Prix it brought back memories of his illustrious father Michael with both making their Formula 1 debuts at 22 years' age. What Mick will achieve is unknown, what Michael achieved rewrote the record books. Mick had his first F1 start thirty years after Michael drove a Jordan Ford in the 1991 Belgian Grand Prix as a replacement for Bertrand Gachot who was detained in one of Her Majesty's prisons, the result of the Frenchman having an altercation with a London taxi driver! Michael sensationally qualified seventh behind the names of Senna, Prost, Mansell, Berger, Alesi and Piquet, he was four places ahead of his team mate de Cesaris. However, his race was short-lived, in the first few hundred metres he had gained one place but exiting Eau Rouge the clutch failed, his time at Jordan was also short-lived, just that one race before being snapped up by Benetton with whom he won two world championships. It was his move to Ferrari in 1996 that launched the next phase of an extraordinary career and brought five consecutive world titles between 2000 and 2004, quite remarkably, four of the race lap records that 'Schumi' set in 2004 remain unbeaten - Albert Park, Bahrain, Shanghai and the Hungaroring. Michael Schumacher was a great champion and the greatest driver of his time, for Mick Schumacher the journey has just begun...



A strange month. March was so quiet in the Manawatu with no motor sport activity at Manfeild. The Central District's Field Days is of only a very short duration, it's the setting-up and breaking down that takes the time. Watching racing on television is okay, but it lacks the true noise and smell of the real thing...

A perfect weekend. The month of March ended with the racing action at Pukekohe Park Raceway, a critical round in the 2020/21 New Zealand Championships. In the three Hi-Tech Components Formula First races the

winning margins were 0.070, 0.081 and 0.049, all in favour of the MCC's Chris Symon. In Race 1 Symon's nearest rival in the title chase, Liam Foster, retired on Lap 7 with a mechanical issue, on the final lap the wily Symon sat in the tow from Leo Scott, then coming over hill switched to the outside, the move worked, win # 1 with Zac Blincoe third home. Symon's championship lead suddenly went from seven to 92 points. Race 2 was similar to the first, only this time it was Blincoe who led the way over the hill, the same move resulted in win # 2 by 0.081. The Race 3 finish involved seven cars who were covered by two car lengths as they came out of the hairpin on the final lap, there was a big rush up and over the top of the hill, on the descent Symon held out Foster by 0.049, Scott was right with the pair to claim third 0.002 ahead of Hayden Bakkerus. It should be a great finale at the Taupo Motorsport Park on 17/18 of this month with Chris Symon now favoured to take the Formula First for the first time. He has one hand on the silverware...



Another close championship chase. The Best Bars Toyota 86 title remains undecided following the penultimate round at Pukekohe on the same weekend that produced racing as good as it gets. Race 1 saw Ryan Wood win the start on a damp track but he had to concede to series leader Rowan Shepherd who built up a one second lead over the next five laps, Wood attacked on the final corner then got the slingshot to overtake on the downhill run to the flag, beating Shepherd by 0.115 with 0.082 back to Simon Evans in a very tight three car finish. Marco Giltrap edged out Ronan Murphy to take fourth. Race 2 was a Top 10 Reverse Grid with Evans a clear winner after starting from P8 on the grid, Wood was through to second place on lap 8 and three seconds behind the leader after starting one row further back, it was as close as he got. Giltrap held out Shepherd for





third place with Murphy three spots back in 7th. Race 3 was key to securing maximum championship points with one round remaining, Woods secured his second win of the day, leading from start to finish to take the flag with a 3.12 second advantage. Shepherd had to adopt a defensive role to keep a train of 86's behind him, in the end a hard earned second place four seconds ahead of Evans, in the battle of the young guns Murphy crossed the line ahead of Giltrap to take fifth. The Best Bars Toyota 86 championship will go right down to the wire with only seven points separating the top three drivers on the table, our man Rowan Shepherd leads on 779, Ryan Wood has 777 and Simon Evans 772, the trio well clear of Brook Gilchrist with 673 points. Another grand final at Taupo on 17/18 of this moth where a single driving error could decide the outcome...

Up for sale last month was another of Carroll Shelby's personal cars, this time a Daytona Coupe CSX2469 which he commissioned Mike McCluskey to rebody from a roadster for historic racing duties. Faithful in every respect, the car had some famous bums grace its seat, Phill Hill, Derek Bell, Brian Redman and Danny Sullivan amongst them. Although the asking price was undisclosed the fact that it wasn't a "genuine" period car is probably offset by the fact it was all done by Shelby so could be viewed as a "continuation" vehicle...



Quote of the month: "Tomorrow will be a good day. Tomorrow you will maybe find everything will be much better than today, even if today was all right. My today was all right and my tomorrow will certainly be better. That's the way I have always looked at life"  
Captain Sir Tom Moore

The three  
wise men  
at the top  
table  
.....







The term asexual reproduction describes when an organism is able to reproduce on its own, where offspring are exactly the same as the parent because there is no other genetic input. It is the primary form of reproduction for single-celled organisms such as archaea and bacteria, and more recently, road cones.

In the dead of night, when no-one is looking, usually in the summer, road cones are able to breed, and by morning they have exploded in number. They line the road or path to produce avenues of fluoro-orange, spilling over into driveways and footpaths, especially around holes and newly laid gravel. Often they are seen paired with a speed sign, as if in symbiosis, but mostly they are just lined up like the queen's soldiers in long rows, the odd one fainting and falling over.

There are variants too. The "stock" cone variant seems to be more prevalent in the country lanes and appears to feed off cow manure. The "sport event" variety possibly collects sweat or beer from humans as they pass by. But the most virulent are the standard unlabelled cones which, when left for a moment, multiply like coat hangers at the back of a wardrobe. In fact, experts say the road cone problem is now officially a pandemic. In the last 12 months especially, the (legislative) environment has changed so much that there are now infestations on a weekly basis.

At the moment New Zealand roads seem to possess no immunity to the cones, so stop/go controls have been put in place at either side of the larger outbreaks. Cars are allowed to pass, but only at 30 km/h lest a cone jump into the car and use the opportunity to spread. Conspiracy theorists are saying that the cones are multiplying in response to the rollout of 5G. An even more deluded theory is that they are deliberately placed on the road for traffic management purposes.

Experts in the study of cones, witcheshatologists, say the latter simply could not be the case because there are now so many that no-one takes any notice of them anyway. Then, as quickly as they arrived, the rows of cones disappear. Except for a few which have escaped into a nearby ditch, someone's backyard, or the local sports field. A few have been known to climb to the top of trees, as if trying to get to road-cone heaven.

Long after the infestation has ceased, you can still see a rotting cone or two in that same ditch or lying under an abandoned car. Some think they are not dead, but lying dormant ready to multiply again when conditions are ripe.

Preliminary studies of their lifecycle, indicate that when they disappear from the road most migrate en-masse to large warehouses where they hibernate, perhaps in preparation for the day when they will completely cover the roads.

Meanwhile, our leaders are asking that the public stay at home, be kind and avoid contact with the cones. They are being told that if one does appear outside their property, to call the local soccer coach or cycling club, and they will remove, neutralize, and re-purpose it.

Overseas, a rediscovered strategy called common sense is showing some success in cutting road cone numbers. New Zealand still appears a long way from adopting this form of treatment despite it once being in widespread used to combat a variety of scourges.



Steve Stannard is a former academic and Palmerston North business owner. This article was originally published in the Manawatu Standard and used here with Steve's permission because it made me laugh. Thanks Brian Davies for passing it on.



## ***DOES YOUR HELMET HAVE ONE OF THESE??***

Remember that SA2000 helmets are no longer useable after May 31<sup>st</sup>. Check now to avoid embarrassment!

# Murray Walker

1923 - 2021

## THE VOICE IS SILENCED

On 13th March came the sad news that Murray Walker OBE, the voice of Formula 1 for 26 years, had passed away.

The consummate English gentleman, he was one of a kind with his infectious enthusiasm for the sport, his voice heard on television screens around the world with the BBC's F1 coverage from 1976 to 1996 and later on ITV between 1997 and 2001, his final race that year's US Grand Prix. In 1997 and the following year he joined the Channel 7 commentators to cover the Bathurst 1000 race at Mount Panorama.

He came to our country in 2003, co-driving for Chris Amon in the weeklong Dunlop Targa New Zealand that took competitors from Auckland to the finish on the Wellington waterfront, the route included a special stage at Manfeild. The pair shared a V6 Toyota Camry Sportiva, finishing 8th in their class and 114th overall but the event wasn't about the result, it was about the media and public expose that came with Murray's participation.



Earlier in his life Murray had been a motorcycle racer who competed against a young up and coming rider called John Surtees, he later took part in trials where he won a gold medal in the famous International Six



Day event, and had risen to the rank of Captain in the British Army before leaving Her Majesty's Forces. He began his broadcasting career covering the Isle of Man TT races with his father in the 1950's, this later led to a regular Saturday slot in the 1970s with the BBC sports programme covering motocross and rallycross.

Adored by the English fans, Murray Walker was equally famous for his commentary gaffes that became known as 'Murrayisms', some unkindly referred to him as 'Muddy Talker'. There were many hundreds of Murrayisms over the years:-

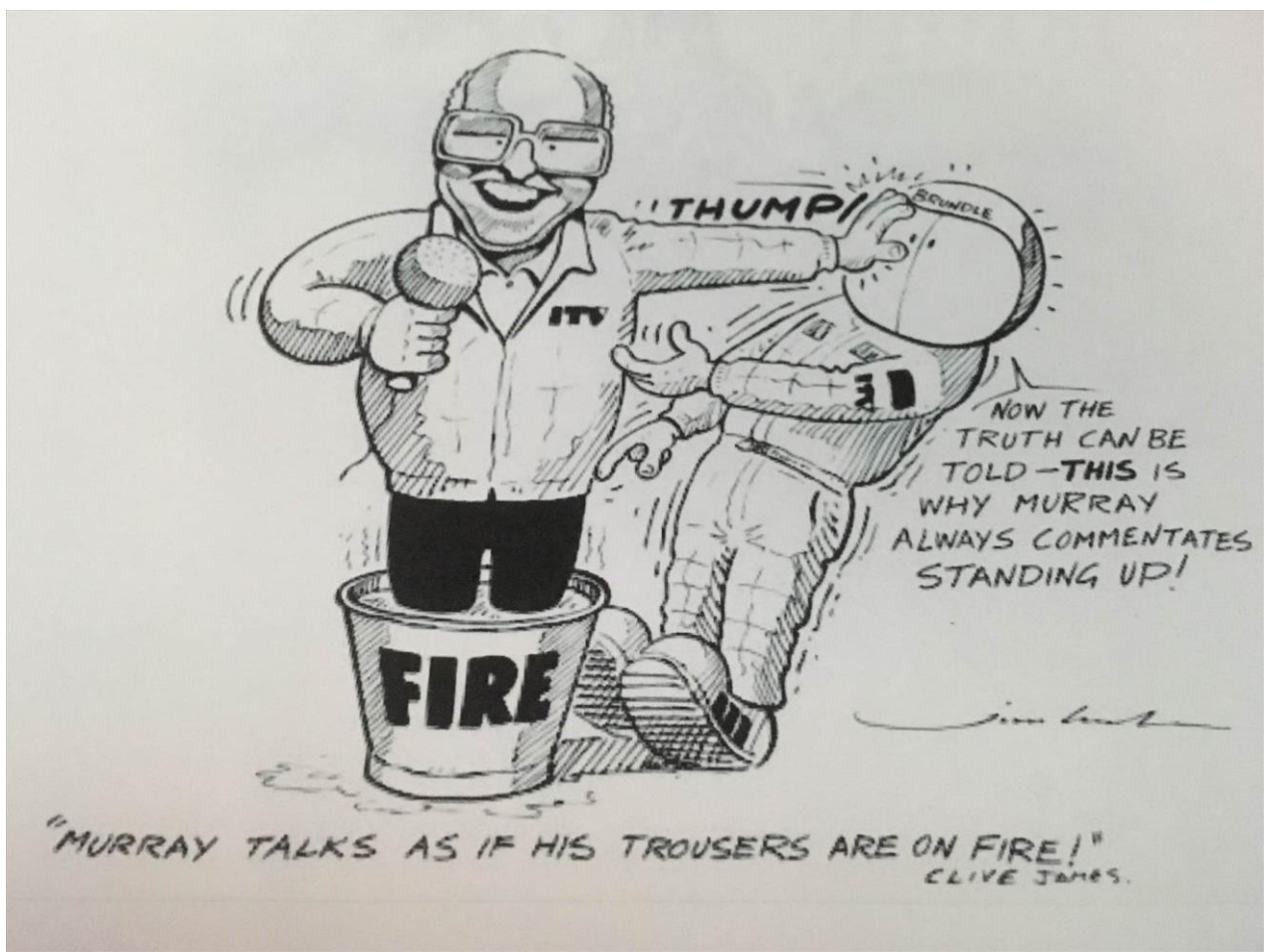
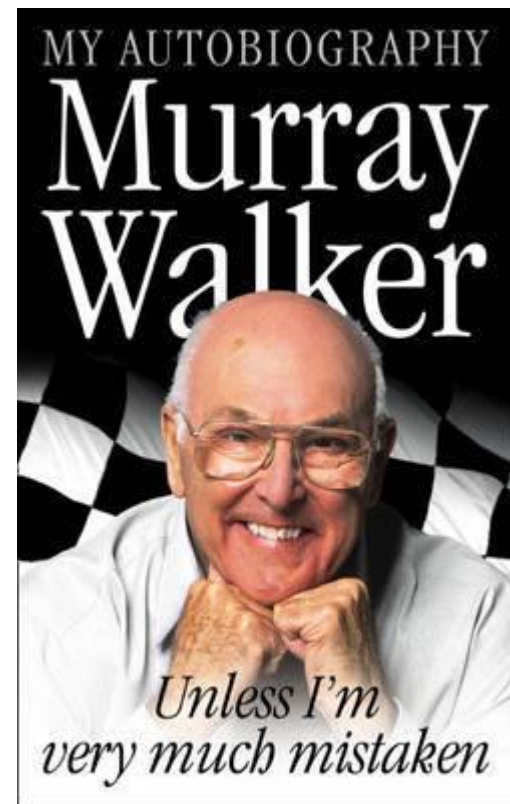
"I don't make mistakes, I make prophecies that immediately turn out to be wrong". "With half the race gone there's still half the race to go". "Either that car is stationary or it's on the move". "It would have been Senna's third win in a row if he'd won the two before". "And the first five places are filled by five different cars". "There's nothing wrong with the car except that it's on fire". "Two laps to go, then the action will begin. Unless this is the action, which it is". "And now excuse me while I interrupt myself".

For viewers perhaps the most entertaining period was when he had 1976 world champion James Hunt with him in the booth and they continually talked over each other. However, the pair did produce one of the all-time classics - "There's a fiery glow coming from the back of the Ferrari". James - "No Murray, that's his rear safety light".

In 2002 his autobiography was published, appropriately titled "Unless I'm very much mistaken..."

Graham Murray Walker OBE - an extraordinary man, an extraordinary career.

RH



# FAREWELL SABINE



Ein Fahrer wie kein anderer. A driver like no other. Sabine Schmitz is a name not recognised by most, but to knowledgeable motor sport people the German woman was ‘the goddess of speed’ for her exploits on one of the world’s most famous racing circuits, the Nurburgring.

Sadly, just 51 years old, Sabine Schmitz lost her four year battle fighting cancer last month. Stories about her prowess behind the wheel of a vehicle are legendary, she was truly ein Fahrer wie kein anderer and a wonderful ambassador for women in motorsport.

She grew up at the Schmitz family Hotel am Tiergarten in the small town of Nurburg that’s situated inside what would become her playground, the fabled Nordschleife - the 25.37 kilometre long circuit with its seventy-three turns weaving through the Eifel forest and known as the ‘Green Hell’, the world’s ultimate challenge for drivers and motor cycle riders. “I never had to learn the circuit, it was in my blood”.

Sabine was a factory driver for both BMW and Porsche, in 1996 she became the first woman to win the Nurburgring 24 Hour race co-driving with local veteran Johannes Scheid, the same pairing won again the following year in the same Group N E36 BMW M3. She and husband Klaus Abbelen drove Porsches in long-distance races, highlighted by finishing third in the 2008 Nurburgring 24 Hour, but it wasn’t in a racing car that the Schmitz legend really began. Sabine drove hot laps in the ‘Ring Taxi’ and estimated that she did around 1,200 laps a year with fare paying passengers, remember that the circuit was open to other cars, motorcycles, tour buses, motor homes and cars with trailers running at all sorts of speeds, so the drive could get very exciting at times. The ‘taxi’ was as special as the driver, a production BMW M5 with its normally aspirated 5 litre V10 motor producing 500 horsepower and the rev counter red-lined at 8,250 - “it was really fun to scare people”.

But it was the BBC ‘Top Gear’ television programme that introduced Sabine Schmitz to the wider world. In 2004 host Jeremy Clarkson wanted to test the credentials of the new S-type Jaguar Diesel with a lap around the Nurburgring, the target time was 10 minutes. Following coaching from the resident ‘cabbie’ he gave the





Jaguar everything it had and stopped the clocks at a suspicious 9 minutes and 59 seconds, his delight was cut short with his tutor's response - "I tell you something, I could do that lap time in a van".

With nothing to prove Sabine climbed into the unfamiliar Jaguar and turned in a 9 minutes and 12 second lap, an astonishing 47 seconds quicker than the motor mouth. The film crew following her were unable to keep up so had to enlist the help of a Jaguar test driver in a S-type R to play chase!



The following year's TG Series produced one the best ever episodes when Sabine drove a diesel Ford Transit van in an attempt to beat Clarkson's time with fellow presenter Richard Hammond as a passenger. The lap was timed at 10 minutes 23 seconds and the decision was made to lighten the van by removing all the unnecessary equipment and Hammond. It was to no avail, 10.08 but it wasn't for the lack of trying.

A qualified helicopter pilot, Sabine Schmitz will forever be remembered as the 'Queen of the Nurburgring', the 'World's Fastest Taxi Driver', a television personality, a driver of exceptional and rare talent, a champion of women in

motorsport.

Ein Fahrer wie kein anderer..

RH

<https://www.goodwood.com/grr/race/modern/2020/3/video-proof-that-sabine-schmitz-is-the-undisputed-queen-of-the-nurburgring/>

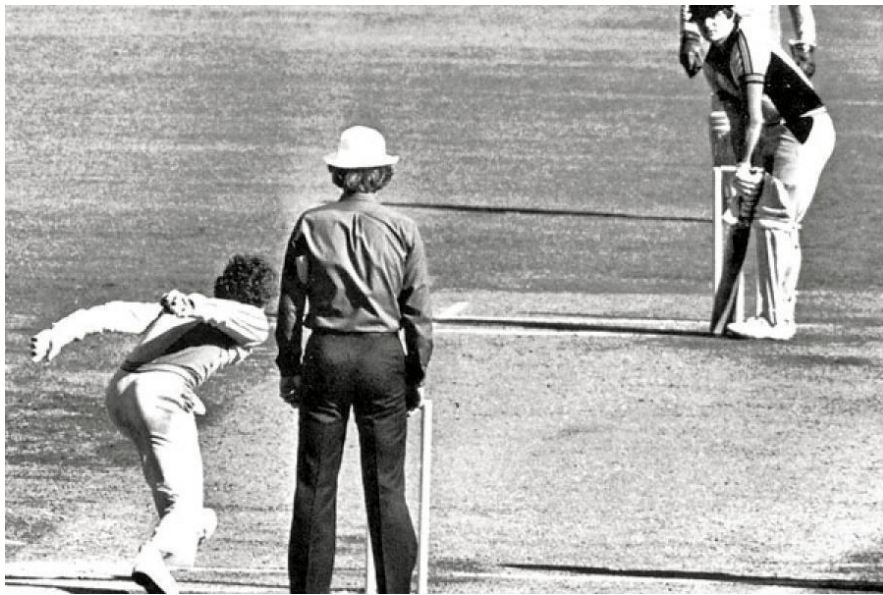
PS

Today, a 'Taxi' ride around the 'Ring on a public day generally costs 299 Euros (NZ\$498) with options like the Porsche GT3, Porsche Turbo 992, McLaren 720S and Mercedes AMG GTR, for the budget minded three people can share the 225 Euro (NZ\$375) for a lap in a BMW M3.

In the period prior to her retirement as a taxi driver, a hot lap with Sabine in her personal Porsche 911 GT3 RS would empty your wallet by 600 Euros (NZ\$1,000), the infectious smile was free.

Just a short walk from the circuit, the Hotel am Tiergarten was established by the Schmitz family in 1969 and is run by Ursula Schmitz, son Beat and two remaining daughters Petro and Susanne. The walls of the hotel's popular Restaurant Pistenklaus are a living history of the Nurburgring.





# NOT REALLY CRICKET EITHER

*There has always been a great rivalry between New Zealand and Australia in a number of sporting codes that have brought many highs and lows to sport followers in both countries.*

*The lowest of the lows was at the iconic Melbourne Cricket Ground (MGC) in February 1981 when Trevor Chappell bowled the final ball under arm in a One Day International with New Zealand needing a six to draw the match. The infamous moment was viewed by tens of millions on global television - what Chappell did was legal, but it was against the spirit of fair play.*

*After thirty years it's been revealed that there was a closed-door episode the night before the 1990 Tooheys 1000 at Bathurst. It too involved Australians, it wasn't under arm, but it was underhand. That year's 'great race' will be remembered for the appearance of a sensational new car, the Nissan Skyline GT-R.*

*It was not a factory Nismo car, this GT-R was built and prepared by Gibson Motorsport that was run by former ATCC and Bathurst winner Fred Gibson who had first built and raced the potent Nissan Bluebird Turbo nine years earlier with George Fury. The Skyline GT-R was a completely different animal with its 2.6 litre twin-turbocharged in-line six cylinder engine and four-wheel-drive system, it came along at the time when Dick Johnson Racing Ford Sierras had ruled the roost the previous two years and won back-to-back Bathurst 1000's.*



*The Gibson Motorsport team prepared two cars for the 1990 race and had the engines producing 466 kW (625 bhp), the drivers were Jim Richards and Mark Scaife. The only negative was that because of its weight and four-*



wheel-drive the car was relatively slow off the starting line, despite that the GT-R enjoyed an unprecedented powerful combination of power and traction to take on the army of Group A Ford Sierra RS500s and VK SS Holden Commodores driven by the best in the business.

When the Qualifying session ended the car known as 'Godzilla' was P11 on the time sheet, missing out on the Top Ten Shootout by 0.10, the team wasn't happy with the car so Gibson made the call that's just been revealed. The team covertly swapped the # 1T training car for the # 1 race car on the eve of the race after there were problems with the 4WD system, they didn't know how to fix it, so that was the best option. The 'T' markings were taken off the rear guards, roof and bonnet, the two doors had to be changed over because they had different rear view mirrors. That was the easy part, much more difficult was convincing the Channel 7 technicians to secretly work through the night to switch the heavy and cumbersome in-car camera.



Come race day the trouble-free # 1 GT-R rolled on the grid in P11, ahead were eight Sierras and two Commodores, Richards was about to unleash the beast for the most unforgettable opening sequence of laps in Bathurst history. The amazing passing sequence began with Alan Jones followed by Giancarlo Brancatelli, Gregg Hansford then the Commodores of Larry Perkins and Allan Grice. Tony Longhurst was the next to be passed, then Glen Seton before the big names of Peter Brock and Dick Johnson, the # 1 car was now second and on lap nine Richards took the lead from Klaus Niedzwiedz as the pair climbed Mountain Straight, Jim courteously waved to the German star as he passed with the moment caught on the in-car camera!

The Skyline GT-R led the next 37 laps before 15 laps were lost in the pits with a driveline issue, the car crossed the line in 18th place after covering 147 laps, exactly fifteen behind the first three cars that were all on the lead lap - for Richards, Scaife and Gibson Motorsport it was what could have been, but wasn't!

At the finish, and despite being far outweighed in numbers, both Holden Commodores were on the podium, the winning car driven by Grice and Englishman Win Percy with the Perkins/Thomas Mezera entry third, splitting the Holdens was the Shell Ultra Sierra shared by England's Jeff Allam and NZ's Paul Radasich.

In that race the Nissan Skyline GT-R proved it would a force to be reckoned with in the future, and it was. Richards claimed the 1990 Australian Touring Car Championship with 16 victories in the 27 races, the blitz continued with 'Godzilla' winning both the Tooheys 1000 and ATCC titles in the two following years (Richards 1991 and Scaife 1992).

In the 1991 Bathurst race the GT-R won by more than lap, and for the first time in nine years a car claimed provisional pole, the race pole position, set the fastest lap time and won the race itself. Twelve months later the race ended in controversy when Richards and Scaife were declared the winners after a severe rain storm

halted the race with 16 laps to run. There were numerous crashes and officials declared the conditions too dangerous to continue, the finishing order being taken at the end of the previous lap, it was fortuitous for the Gibson team as their GT-R had slithered off the circuit on Conrod Straight and run into cars that had earlier fallen foul of the wet track.



The GT-R's reign of terror was slowed when CAMS stepped in and applied a higher minimum weight and reduced turbo boost, but a year later the Group A turbo cars were gone, it was back to Holden versus Ford with V8 engines.

Scaife and Richards raced the GT-R twice in this country, contesting the Nissan Mobil 500 Series in 1990 and 1991, but New Zealand wasn't the happiest of hunting grounds. On the first occasion there were retirements at both Wellington and Pukekohe, there were better times the following year with third place on the streets of the Harbour Capital and winning at the ultra-fast Pukekohe circuit.

There is perhaps an even more interesting story about the in-house prepared Gibson Motorsport Skyline GT-Rs. Fred Gibson was keen to take his car to Japan to contest races there, but the head of Nismo politely asked if the car could stay at home as it was too fast compared with the local GT-Rs and would show them in a poor light. Not wanting to sour his Nissan relationships Fred Gibson, his car and his driver stayed home..

RH







# KIWIS ABROAD

Great start Giz. The 'new look' to this year's Repco Supercar Championship with the big number of off-season driver changes produced a weekend of surprises at Mount Panorama's opening round. The practice sessions saw many different names in the top half of the time sheets with a couple of pre-season favourites well down the order, qualifying brought a greater degree of normality with Scott McLaughlin's replacement Anton De Pasquale quickest from Shane Van Gisbergen, Cameron Waters and Chaz Mostert. The pace heated up in the Armor All Shootout as Waters snatched pole position from Slade by 1/10th with SVG and De Pasquale sharing Row 2 of the grid for Race 1.

The 250 kilometre 40 lapper had plenty of drama with both De Pasquale and Slade losing arguments with the concrete barriers, early race leader Waters retired with power steering issues while Andre Heimgartner received a Drive-Through penalty for an unsafe re-entry at Hells Corner after using the run-off area, dropping him from 8th to 15th at the flag. Van Gisbergen drew first blood in the 2021 championship, beating the fast-finishing Mostert home by 1.5 seconds with Fabian Coulthard's replacement at DJR, Will Davison, completing the podium. MCC member Coulthard qualified P20 in the Team Sydney ZB Commodore, pulling back six positions to cross the line in 14th place 1.50.18 behind his fellow countryman. A solid start..

Day 2 was another perfect day for mountain climbing. Qualifying for Race 2 had seen the big names up their game, pushing the new generation back into the main bunch outside the top ten. There was the usual wild flurry of action towards the end of the 20-minute session that saw Van Gisbergen snatch provisional pole from Mostert and Waters, the three cars covered by 0.09. Heimgartner claimed the last spot for the Shootout. Coulthard was P22 and 2.28 off the pole time. The Armor All Shootout saw Red Bull beat Monster in the battle of the energy drinks, SVG taking pole position by 1/10th over Waters with Shell V-Power team mates De Pasquale and Davison behind them while Mostert went from P2 in qualifying to P5, the only change from the qualifying order.



In the 40 lap race Waters got the hole-shot again to take the lead which he held until the first round of pit stops, SVG had pitted before Waters went into the lane, when the Mustang re-entered the Red Bull Commodore powered past on Mountain Straight and van Gisbergen put in three searing laps to pull out a six second lead, it was effectively game over with Waters unable to respond, two from two. Mostert finished third, Heimgartner stayed where he started in 10th position and it was the same for Fabian Coulthard, P22, 22nd and last finisher a lap down. Luck wasn't on his side, when he pitted for the compulsory stop the fuel nozzle wouldn't engage the first time, so different to last year in the Shell V-Power Mustang. Scoreboard SVG 2 Others 0..

*Interesting facts. It was the third time in five years that SVG has won the opening two races of the season, the previous occasions were the Adelaide 500 in 2017 and 2018. He's also the fourth driver to win three successive championship races at Bathurst, remember he won the 2020 Supercheap Auto 1000 with Garth Tander, the other three drivers are John Bowe, Craig Lowndes and Jamie Whincup but not necessarily in Supercars. Reflecting on his Race 2 win in the Repco Mount Panorama 500 SVG was like an excited schoolboy - "That middle stint was just insane. It was so cool to have such a good car and push in clean air. Cauchi asked me to make the gap, normally you are managing tyres and I only had to do eight laps of those tyres, so it was just qualifying laps the whole time. Watching that other energy drink get smaller in the mirror was pretty cool". The Giz is one cool dude..*

No stopping the man. Round 2 of the 2021 Repco Supercar Championship was the Penrite Oils Sandown Super Sprint, a meeting that will be long be remembered for many reasons. Just two weeks after a mountain bike crash that resulted in a broken collarbone and ligament damage Shane Van Gisbergen made the decision to race the # 97 car and drive through the pain barrier. In the first 30-minute practice session Whincup was quickest from Waters and Slade, SVG dropping from second to 8th in the closing seconds and "feeling a little sore but OK to drive". Coulthard was P15 and 7/10ths off Whincup's time, 21 cars within a second. In the second session Waters topped the leader board from Winterbottom and De Pasquale with SVG fifth fastest at - 0.2705, Coulthard was down in P21, all 24 cars covered by less than a second. With no Shootout qualifying for Race 3 took on a new importance, Chaz Mostert claimed pole from Waters with Whincup and Winterbottom on row 2. Heimgartner was on row 4 but inexplicably Van Gisbergen was back in the pack in P17 but only 3/10ths off the pace, and three grid positions ahead of Coulthard - SVG "I just didn't drive well enough".

The race itself was a thriller from the moment the red lights went out, Waters got the jump and Winterbottom got ahead of Whincup with Mostert back in fourth, by the end of lap 2 SVG had gained five





places, four in the opening corners! A Safety Car intervention brought the field together, when the race went green, the leaders made the decision to pit with Mostert getting the undercut. Through the pit sequence SVG took the lead, making his stop with 12 laps to run, rejoining in 6th place and having the advantage of fresh rubber. With four to go the Giz overtook Winterbottom for 4th and the relentless chase continued with the three leaders locked together. With two laps to the flag the trio approached Turn 1 three wide, Mostert was pushed wide by Whincup, SVG took the inside gap and emerged in second place with Waters now in his sights. The Holden had its nose in front of the Ford as they crossed the line for final lap and drew away to take an extraordinary victory by 1.3 seconds with Whincup completing the podium. An unhappy Mostert dropped back to sixth, two spots ahead of Heimgartner while Coulthard had a mixed race, he picked up five places by the time he pitted on lap 14 but slipped back down the field to be 21st at the line.

*Champion driver turned commentator Mark Scaife was impressed enough to say “It was one of the most remarkable wins in Supercar history. It was absolutely unbelievable. He’s been on painkillers, it’s been the most amazing job I’ve ever seen from Van Gisbergen”. To cap it all off there was a special Triple Eight gesture, when the first three place getters appeared on the podium there was also an unfamiliar face dressed in Red Bull Ampol clothing, it wasn’t Roland Dane or SVG’s engineer David Cauchi. It was Chris Brady, the ‘888’ team physiotherapist who had the responsibility of getting SVG fit to race, nice one.*

The rain turned up for Day 2 to make proceeding even more interesting with two more 36 lap races on the programme. Qualifying for Race 2 resulted in an all Red Bull Ampol front row with SVG on pole and Whincup alongside, behind them were Mostert and Waters. Heimgartner was P5 and Coulthard P19, more than a second off Van Gisbergen’s time. The Giz drove a flawless race in atrocious conditions but it was game on behind the # 97 Commodore with door banging, corner cutting and positional changes. SVG was in another league, crossing the line 13 seconds ahead of Waters who got the better of Whincup in the end by 3/10ths. Heimgartner resisted the pressure from Nick Percat for P5 while Coulthard improved two spots to finish P17, 46 seconds behind at the flag.

The grid for Race 3 had an interesting look about it, the same front row as the previous race, on row 2 Will Davison had Dave Reynolds for company with Heimgartner P5 again. Waters was down in P10 with Coulthard two spots behind him, his best qualifying performance of the season. When the red lights were extinguished SVG made a perfect getaway, further back the eyes were on Waters who really had his elbows out with so much ground to make up. There was more bumping and corner cutting, Waters got a nudge from Mostert and rotated 180 degrees, retaining track position after Mostert backed off to avoid further contact. Meanwhile Brodie Kostecki who started P7 had got himself right in the picture, he was last to pit and re-entered in second place. Behind him the elbows were out further, Heimgartner looked set for a podium finish, more clashing of panels and suddenly he was back down the order. Out front Van Gisbergen



was in complete control, taking the flag 14.8 seconds ahead of Kostecki with Reynolds keeping Whincup at bay to claim 3rd, Waters fighting spirit earned him P6, a gutted Heimgartner was P10 while Couthard lost eight places before finishing 20th, 48.2 seconds behind the winner.

In the two previous races Brodie Kostecki had finished 17th (Q9) and 13th (Q23), his drive in Race 3 was quite outstanding and great reward for himself and the entire Erebus Motorsport team. Shane Van Gisbergen reigned supreme at Sandown in both the wet and dry, he was untouchable, broken collarbone and all. Scoreboard SVG 5 Others 0..

*With a remarkable display of sheer determination and true grit Shane Van Gisbergen had driven with a pinned broken collarbone and ligament damage, later post-race x-rays revealed that he also had three broken ribs. There's was definitely no stopping the man.*

After two rounds SVG leads the Driver's Championship with a near perfect 605 points, 150 ahead of team mate Jamie Whincup with another 13 points back to Chaz Mostert in third, next in the order is Cam Waters who is minus 170 points. Andre Heimgartner has accumulated 326 points from his five races (-279) to be 7th on the table, Brodie Kostecki's heroics in the last race at Sandown elevated him to 10th (-292) while Fabian Coulthard's 198 points sees him down in 20th place at -423. In the Dunlop Teams Championship Red Bulls Ampol is a healthy 335 points ahead of the opposition. There's still a long way to go with Round 3, the Tasmanian Super Sprint, at Symmons Plain on 10/11 of this month..

In early March, there was a great deal of activity in the UAE with three days of FIA Formula 2 pre-season testing at the Bahrain International Circuit involving young NZders Liam Lawson and Marcus Armstrong. What can be read into the times is open to discussion because teams were testing car set-ups with new drivers, evaluating the hard and soft tyre compounds and practising pit stops, this year the feature race includes a compulsory stop to change tyres, both compounds have to be used if it's a dry track.

In the morning session on Day 1 Lawson was second quickest 0.600 behind Englishman Dan Ticktum with Armstrong P9 at -1.459, in the afternoon Germany's David Beckmann topped the sheet with Lawson 8th fastest (-1.436) and Armstrong 11th (-1.487), Ticktum was P20. Very little could be read in comparing times on Day 2 that saw Christian Lundgaard quickest with Armstrong and Lawson P3 and P4 respectively in the morning, that all changed dramatically in the afternoon session with Ticktum jumping from 12th to fastest, Lundgaard dropped to 12th, Armstrong to 16th and Lawson to 18th, the pair were 5.715 and 6.729 off the quickest time!

Day 3 produced another different picture with the two New Zealanders dominating the morning session, Armstrong clocking up 22 laps with a best 1.42.173 and Lawson 1.42.218 after running only 13 laps, third quickest was Lawson's HiTech GP team mate Juri Vips with 1.44.224, a gap of more than two seconds. The





signs were much more encouraging going into the afternoon when a higher number of laps were run but the times were slower and there were more surprises. Ralph Boschung became the fifth driver to top the time sheet in six sessions with a 1.44.905 time, Lawson ran 39 laps and ended P7 at -2.504, four spots ahead of Armstrong who was -2.986 after running 61 laps. One of the most consistent drivers was Oscar Piastri who won last year's FIA F3 Championship, the Australian being in the top 10 in five of the sessions with a highest position of 6th. Ticktum was the only driver to top two sessions but was P13 in the final hit-out, Lundgaard and Beckmann were further down the sheet, so when the teams packed up there was no firm favourite going into the opening race a fortnight later.

The start to Kaleb Ngatoa's international and \$5000 careers could hardly have been more difficult as COVID-19 quarantine rules decided where and when Kaleb's first race would be. Phillip Island on 12/14 March was the target and he just made it, arriving in Melbourne late on Friday night after the two practice sessions were held earlier in the day, he had his first drive of the unfamiliar car in the Saturday morning qualifying session! Despite having no time in the car Kaleb clocked the 8th fastest time of the eleven car field, two spots ahead of hot shot Joey Mawson and 3.27 seconds away from the pole time.

The first 12 lap race of the weekend was punctuated by two Safety Car interventions before Tim Macrow took the flag ahead of Thomas Randle and Nathan Herne with the three cars covered by 8/10ths of a second, Mawson was fifth home with Ngatoa a lap down in 10th after pitting to replace a punctured tyre. What was encouraging were his laps times, winner Macrow's best was 1.25.824 compared to Kaleb's 1.26.599 which meant that the 3.27 second qualifying gap was now down to 0.775. Race 2 was an inverted grid start with Kaleb on pole, but rain began before the start and got heavier as the race progressed. He lost out at the start with too much wheel spin and eventually parked his car off the circuit with a broken driveshaft after seven laps, two others had earlier made contact with barriers and the bigger names were struggling in the conditions. There was a surprise winner, 17-year-old Cooper Webster placed 8th in the first race and crossed the line clear of Kaleb's team mates Randle and Mawson who both survived big scares. Checking the lap times revealed that Kaleb was the third fastest car behind Macrow and Randle by 0.240, backing up his sensational performance to claim pole position for the NZGP on a wet track.



Race 3 was to be 14 laps but it ended up a nine lapper after Herne ran into the rear of Randle's car on the run down to Turn 1, out came the red flags and the race resumed following a fifteen minute break with only Herne missing from the grid. Ngatoa was right in the mix this time and at Turn 1 on the final lap attempted an outside pass on Randle for fourth place, he ran off the road, lost momentum and a possible P4 became P8, taking the flag 6.81 seconds behind Joey Mawson who had his first win of the weekend after starting from row 3 on the grid, he was presented with the Alfie Costanzo Trophy by the man himself, one of the

great F5000 drivers of yesteryear. “Today has been a really big learning curve for me, but I’m getting to learn everything better and better and getting more comfortable with the car”.

A most encouraging start under the conditions with only a weeklong break before Round 3 on the support programme for the Repco Supercar’s Penrite Sandown SuperSprint. As a club we will be following Kaleb Ngatoa’s progress in Oz with greater than usual interest..

At Phillip Island the New Zealand flag was also waved by Earl Bamber Racing in the Porsche Michelin Sprint Challenge Australia, the first time the category had raced in 16 months because of COVID restrictions. Porsche Australia imported an initial batch of thirty of the new 992 generation 911 GT3 Cup cars, the largest number of units in the one-make series 17 year history. The Porsche New Zealand supported EBR cars are driven by Toyota 86 hot shot Callum Hedge and Madeline Stewart, an ex-karter who drove for Brad Jones Racing in the 2019 Australian Super3 Series. Following two practice sessions the twenty cars took part in the all-important Qualifying session that saw Hedge clock the third fastest time with Stewart P12. Race 1 was on a dry track and saw Hedge cross the line in 3rd place, Stewart had a slow start and finished down the order in 16th. The afternoon’s Race 2 was very different as it was run in torrential rain, Hedge started from the second row and revelled in the difficult conditions, coming through to win by 7 seconds from Ryan Schule who took out the first race but spun while leading this one. For Maddy it wasn’t a good race, she was hit from behind soon after the start and spun losing valuable time, 17th at the flag was the final outcome. Race 3 was the Feature and incorporated points for the Jim Richards’ Endurance Championship but it was over soon after it began thanks to a multi-car crash in the Southern Loop on the opening lap, the three cars involved and the tyre barrier sustained heavy damage and race red flagged. Hedges was in fourth place at the time while Stewart who was P17 on the grid made a great start and gained five positions by Turn 3, all to no avail. Because of time constraints there was no restart, so Callum Hedges left Phillip Island holding second spot on the points table behind Ryan Schule.



The good news was the New Zealanders were racing in front of a crowd, COVID rules reduced the spectator number to 3,500 each day, the official figure being 6,727 which meant 96% of the available tickets were sold.



*The next round of the Porsche Michelin Sprint Challenge is at Sydney Motorsport Park over the weekend of 1-2 May with four more to complete the series..*

Earl Bamber Racing and Team Porsche New Zealand has a third new generation car that's contesting the Porsche Paynter Dixon Carrera Cup Australia Championship, another category that had a enforced sabbatical last year. The # 21 car will be driven by 18-year-old Matthew Payne who won this year's shortened Toyota Racing Series (won 5 of the 9 races) and comes from a karting background. The entry is backed by SP Tools who also have the naming rights to the 'Mechanic of the Year Award' that will recognise the category's top spannerman at the end of the series. SP Tools are not new to Australian motor racing, the company has enjoyed a long association with the Supercar Championship, first with Matt Stone Racing between 2008 and 2012, following by two seasons with the Holden Racing Team on the cars of Garth Tander and James Courtney before another switch to Lucas Dumbrell Racing in 2016, the familiar logo reappeared in a retro livery on the MSR Holden Commodore entered for the 2019 Bathurst 1000..

The opening round of the Porsche Paynter Dixon Carrera Cup Australia Championship was on the undercard for the Repco Supercar Championship meeting at Sandown Raceway last month, the young Payne being one of the 15 drivers in the Pro class alongside recognised names like Craig Lowndes, Luke Youlden and David Wall, there's no shortage of talent in the ProAm class either. Qualifying ended with Payne back in P13, 0.97 behind sheet topper Harri Jones with Michael Almond second quickest, Lowndes was P7 on the chart. Race 1 over 17 laps was taken out by Almond from Cameron Hill who was P3 in qualifying, Lowndes was 7th and Payne 12th, one place behind pole man Jones and 14 seconds behind the winner. Race 2 took place in heavy rain and brought Payne his first Top10 finish and ahead of Jones this time. Hill took the win from Cooper Murray with Lowndes completing the podium. Race 3 was run on a still wet track and saw Hill take his second win the day but there was a different look behind him with David Wall and Aaron Love next across the line. Payne couldn't match the upfront pace and finished 16th, seven seconds and two place ahead of Lowndes to complete a difficult start to the series in very trying conditions driving an unfamiliar type of car, but the signs are encouraging. The Carrera Cup Championship continues at 'The Bend' in South Australia on 8/9 May, the second of the nine rounds..



Kaleb Ngatoa had created a great deal of attention following his debut at Phillip Island, so what would Round 3 of the VHT S5000 Australian Drivers Championship at the Sandown International Raceway produce. His weekend got off to good start with the third fastest time in the first practice session behind James Golding and team mate Thomas Randle, the three covered by 0.4004. In the second hit out Joey Mawson went from P 8 to P1 ahead of Golding and Randle, Ngatoa was P9 before he locked-up and spun into the kitty litter, resulting in the session being red flagged five minutes early. The 15 minute qualifying

session saw Mawson quickest 0.22 ahead of Golding with 0.06 to Randle and another 0.66 to Herne, Ngatoa was 8th fastest 0.98 behind Mawson.

Heat 1 was run on a wet track and became a farce after the cars 'started' without a formation lap, Randle hit a barrier on the back straight and the red flags came out. Eventually a start, or was it a restart, took place under Safety Car conditions in what could be described as a confused hybrid grid with the race distance reduced to seven laps! Golding led from start to finish with a winning final margin of four seconds, Ngatoa was running on treaded 'wet' tyres and moved up from sixth to third before pressuring Cooper Webster into an error and taking second place, however a late move from Nathan Herne pushed him back one spot to third at the flag, Ngatoa's tyres were wearing badly as the track dried which slowed his pace.

Heat 2 took place in atrocious conditions and proved to be Kaleb's moment of glory when he became the sixth different winner of the season. A clean start from the front row saw the #15 car take an immediate lead, further back Golding ran into Randle and the Safety Car intervened. The race went green on lap 5, there was a scare when Ngatoa survived a big slide coming off the final corner but he kept his composure despite great pressure from Mawson, the laps counted down and Kaleb took the flag 0.336 ahead of Mawson. Behind them there was a great drive from Randle as he recovered from the first lap incident that dropped him from P4 to last, he chased down and overtook Herne for a hard earned third place, completing the first 1-2-3 finish for Team BRM. The icing on the cake was Ngatoa setting the fastest race lap.



*"It was an awesome feeling to get that first win, I had good pace and confidence in the rain. The S5000 is a cool car to drive in the rain. It has so much mechanical grip with the big tyres on the back and lots of power. It is overall a very good package in the wet".*

The 16 lap Main Event was over before it began for car #15, Ngatoa accelerated too hard as he was leaving the pit lane, the car instantly rotated and there was heavy contact with the barrier, damaging the front wing and left front steering, it was a rookie error. With a vacant gap on the front row of the grid and his main rival out Mawson was unchallenged on his way to scoring his second win of the weekend, this time on a dry track, and was presented with the John Bowe Trophy that honours the former Australian Drivers Champion by the man himself. Seven seconds back at the flag was Herne with Luis Leeds scoring his first podium finish ahead of Golding, Tim Macrow and Randle to complete a weekend of topsy-turvy results.



The Australian Driver's Championship points table shows Joey Mawson at the top with 315 points, followed by Tim Macrow (273), Thomas Randle (265) and Nathan Herne (230). After missing the first round Kaleb Ngatoa has scored 90 points from his nine races that include a DNF and a DNS

*The final championship round takes place on the first weekend of May at the Sydney Motorsport Park, after that it's a long wait until the S5000s make their debut at Mount Panorama in November, a non-championship race.*

Levin born Porsche hot shot Jaxon Evans has changed teams for the new International Porsche Mobil 1 Supercup season. Still based with McElrea Racing in Australia, Evans begins his third year in the series with French outfit Team Martinet by Alméras driving the all-new 922 Porsche 911 GT3 and Jax is excited - "The addition of a brand new generation Cup car essentially brings everyone back to a completely level playing field". Last year he drove for Austrian-based BWT Lechner Racing, there was a win in Austria before finishing fourth in the Supercup Championship with Lechner Racing claiming the Team Championship. Earlier the 24-year-old won the Porsche Carrera Cup France Challenge competing against Europe's best with the same team and in a dramatic finale in Spain Jax won back-to-back races to clinch the title. The first races of the eight round 2021 Mobil 1 Supercup are scheduled for 20-23 May at Monaco.

In the USA, last month Scott Dixon had another outing in the ISMA WeatherTec Sports Car Championship, this time 1,700 kilometres from his home in Indianapolis. The Twelve Hours of Sebring is one of the most important races on the American sports car calendar and the 69th running lacked no shortage of drama. A Cadillac Dp-V.R won the race for the third time in five years, but it wasn't the # 5 Chip Ganassi Racing entry that Dixon shared with Renger Zan der Garde and Kevin Magnussen. In qualifying Dixon posted the third quickest time of the seven cars in the DpI category and during the course of the race each car had a spell in the lead, the Cadillac shared by a trio of French drivers led throughout the final hour after pulling back a lap lost early in the race. Dixon had a useful lead after six hours, he led by 14 seconds with 2½ hours to go and was in front with little more than an hour to run when a very late call was made for him to pit, there was a collision approaching the entry lane that broke a steering link and the front bodywork was also damaged, three laps were lost before the car re-joined. Zan der Garde pulled back a lap before crossing the finish line behind a Cadillac, a Mazda, another Cadillac, and two Acuras. The third placed Caddy shared by Jimmie Johnson, Kamui Kobayashi and Simon Pagenaud was relegated to last in the DpI class after the team broke the drive time restrictions by keeping the Frenchman 50 seconds too long behind the wheel, moving the cars up one position in the results sheet. It was a close finish at the end of 349 laps, 1.43 seconds between P1 and P2, 0.973 between P2 and P3, a small consolation for the Chip Ganassi car was Zan der Garde setting the fastest race lap.



The second NZed driver in the race was Earl Bamber, his Team Hardpoints/EBR Porsche 911 GT3R ran in the GTD category, co-driven with car owner Rob Fariol and Trenton Estep. The trio had a disappointing result, Bamber was involved in a collision with another car while being lapped and their official placing was 30th overall and 10th in class after covering 280 laps.

Round 3 of the ISMA WeatherTec Championship is at Mid-Ohio on 15/16 of May..

There's no doubt that the three experienced Team Penske IndyCar drivers are enjoying Scott McLaughlin's presence in the camp, though the team's expansion to four cars has come at the expense of the two car IMSA Sports Car Championship team that won the Daytona Prototype International category in the last two years. Josef Newgarden is starting his fourth season with the crack team, the 30-year-old from Tennessee won the IndyCar Series title in 2017 and again in 2019, he was runner-up to Scott Dixon last year - *"I think having an extra car, extra hands, extra sets of data, extra engineer full-time, it's all going to benefit what we're doing. We're already seeing that, we're already seeing the benefit of it. Scott is a really smart, accomplished driver. He's really good at what he does. He's still learning IndyCars. He's not fully up to speed, I would say, but he's not going to struggle. He drives his car to a very high level. His engineer, Jonathan Diuguid, is a strong addition to our operation. I think it's going to be a big benefit for us to have a four car operation, I'm excited by that standpoint"*. Australian team mate Will Power said *"I was really happy that he came over because it gives a lot of attention to IndyCar from Australia. I think the TV ratings will be better because he was so popular there and won three championships in a row"*. The interest will be just as high on this side of the Tasman and in pre-season testing Scott has shown that he's capable of running with his more illustrious team mates. The first real test comes this month with the opening race of the 2021 season at Barber Motorsports Park on the 18th April. New Zealand will have two Scott's on the grid - one chasing his 50th IndyCar race win, the other his first..

New Zealanders interest in the FIA Formula 2 Championship has doubled this year with two Kiwi drivers on the grid, but it's not for the first time. Six seasons ago (2015) Mitch Evans and Richie Stanaway raced in what was then known as GP2, the latter having moved up from the GP3 category. Each won two races in the 11 round series, Evans at Monza and Bahrain, Stanaway at Monaco and Sochi.

The eight round 2021 FIA F2 Championship has a new format with three races, up from the previous two, while the Feature race includes a compulsory pit stop with all four wheel being changed, both the hard and soft compounds must be used during the race.

The single 45 minute Free Practice session at the Sakhir circuit ended with Filipe Drugovich quickest by 0.141 over Dan Ticktum with Lawson (-0.147) and Armstrong (-0.147) 3rd and 4th on the time sheet. The third ANZAC driver Oscar Piastri (-0.737) rounded out the top 10 with the fastest 15 of the 22 cars all with one second. The all-important 30 minute Qualifying period was interrupted with a red flag with five minutes to run, the course went green with enough time for two flying laps and the sheets showed both NZeders





down the order this time, the Q times setting grid positions for the Feature race. Guanyu Zhou claimed P1 ahead of Christian Lundgaard (-0.003), Lawson was back in P8 (-0.671) and four places behind team mate Juri Vips (-0.593), Armstrong P14 (-0.881), both Kiwis being upstaged by Australia's 2020 F3 champion Piastri (-0.630) who was seventh fastest.

Race 1 was a top 10 Reverse Grid which put Lawson on the second row alongside David Beckmann with Armstrong starting from a midfield row 7. Lawson had a great launch to go through the gap between the front cars and by Turn 1 had the lead that he didn't relinquish. But it wasn't entirely straightforward as he constantly had to fend off Jehan Daruvala, made more difficult as the race progressed as tyre wear slowed his pace, in a tight finish Lawson crossed the line 0.925 ahead of Daruvala, the pair 14 seconds clear of David Beckmann in third place, Oscar Piastri was P5 and 17 seconds behind the winner but it was not a happy race for Armstrong whose car rolled to a stop to become a DNF after only 3 laps.



Race 2 was another Top 10 Reverse Grid, putting Lawson and Daruvala on Row 5, Lawson's Hitech GP team mate Juri Vips had pole position. Two cars collided at the first corner which resulted in a Safety Car restart, the first of three SC interventions. Juri Vips was leading when the race took a dramatic turn on lap 14 with Lundgaard, Lawson and Drugovich dicing for third place, there was contact and Lawson spun, his race over with damaged suspension. With the second SC several drivers took the opportunity to switch to 'soft' tyres which would play a big role at the finish, Piastri and Lundgaard among them. Following the third SC period Zhou led Vips and Piastri but the leading pair hadn't pitted and were suffering tyre degradation. The final lap was a three car affair, occasionally three wide, with his fresher tyres Piastri won the race to the line 0.774 ahead of Lundgaard with two seconds back to Zhou who had driven the full race on 'soft' tyres and Daruvala, behind them Armstrong had a storming race, climbing places through the field to claim 10th place. Then the confusion began with Lundgaard missing from the podium presentation, he had incurred a 10 second time penalty for contact with Lirim Zendelli, he was reinstated to second when the Stewards were told he had served the penalty during this pit stop to change tyres!



Race 3 was the 32 lap Feature, a distance of 173 kilometres including a compulsory pit stop, both the 'hard' and 'soft' tyre compounds had to be used. With the grid set on qualifying times. Zhou and Lundgaard were on the front row with Drugovich and Ticktum behind them, Piastri and Lawson together on row 4 with Armstrong starting P14. When the lights went out Zhou quickly dropped five places because he was on the 'hard' tyres, Lawson's aim was to keep out of trouble and preserve his tyre for a late effort. Armstrong had found his mojo and moved up ten places to 4th by the end of lap 8 and led for a brief period when the Safety Car was deployed. With four laps to run and on 'soft' tyres Zhou took the lead from Richard Verschoor and Piastri, but the Australian was involved in a clash with Dan Ticktum and came off a costly second best. Both Ticktum and Lawson overhauled Verschoor and that was the way they finished with the impressive Zhou beating Ticktum by 0.482 with a gap of 2.95 seconds to Lawson, two seconds back was Verschoor followed by Armstrong in P5 after a superb drive. Piastri was well and truly out of the points after the incident with Ticktum, he was classified 19th, three laps down at the flag.

Lawson -*"We had good pace, especially early on with the options. I just didn't quite have enough tyre life to fight in the last couple of laps, but I was about to get up to third".*

A good finish to the weekend for to the New Zealanders with Liam Lawson scoring a maiden win in his first F2 race backed by a second podium, leaving Bahrain second in the championship standings on 30 points, 11 behind Zhou, Daruvala has 28 points followed by Piastri with 21, while Armstrong salvaged something from a troubled opening round with 10 points from the final race which put him P10 on the table. The second of the 8 rounds takes place on the streets of Monaco over the weekend of 21/22 May..

RH







This is a very logical question when you consider that the skyrocketing sport of Motor Racing is entirely in the hands of amateurs, who, unless they win, receive no monetary award for their participation in these events and bear the entire costs of such racing. And in addition, devote much of their time toward the staging of these races. Why do lawyers, businessmen, teachers, writer, mechanics, doctors, artists and even housewives take part in what is apparently an expensive and dangerous sport? The appeal of speed must indeed be a universal one so diverse a group of people. However, to win is not the only reason for racing in these events - most of the drivers are entered for the SPORT - because they enjoy themselves, even though they have no chance of securing first place. These drivers, above all, deserve the title of SPORTSMEN.

As to the danger involved in the sport, this, too, is up to the individual, as no one need drive any faster than within his ability. Of course, this is an extremely dangerous sport for the driver of little ability and poor judgement - but so is highway driving, swimming or mountain climbing! The intelligent and capable drivers, take few chances and always drive with a margin of safety in hand - it is not possible to win a race by driving so hard that one goes off the road or overslides in corners! The safety record of this sport is an excellent one, and every driver is conscious of his responsibility to keep it so.

Because the majority of drivers have little chance of being in the money at any of these events and because they are not professional dare-devils and because the "promoters" of this sport are the amateurs' own Clubs, this form of racing is being developed as a SPORT and not as a "CIRCUS" designed to attract the blood-thirsty who attend other forms of motor racing in the hope of seeing multiple crashes in every event. Road racing is a contest of driver skill and engineering excellence in the car - not the matter of who will take the longest chance with his life. To better enjoy this sport, the spectator should be aware of these facts and look beyond mere thrills for his enjoyment of these events. This is not to say that there aren't moments of intense excitement with cars leaving the road or ploughing through the hay bales. However, do not spend your time simply awaiting another crash - learn to appreciate the various techniques of cornering and then compare the way the different drivers negotiate the many corners and bends - here is where the true devotee of the sport gets his greatest enjoyment. Learn about the cars, their strong and weak points; will their brakes last; can they stand the heat; will that one have to stop for fuel; why one has difficulty is accelerating away from a sharp corner. The more you know about the cars and the drivers and the course the greater will be your enjoyment of this truly great sport, and the closer you will come to knowing "why we race".

Sammy Davis, one of England's great sports car drivers and a member of the famed Le Mans Bentley Team, has stated that the most important attribute of a racing driver is "an inner desire to go fast". That is why we are racing here today - not to get rich, not to impress the spectators, not for fame - each of us is racing to satisfy the "inner desire".

This article is taken from the official programme for the New Zealand Championship Road Race held on 1st June 1953 and organised by the Otago Sports Car Club.



# RACE WITH US



**MANFEILD TEST DAY**  
FRIDAY 9<sup>TH</sup> APRIL

**TRANSPEC / GT OILS MANFEILD OPEN DAY**  
SATURDAY 10<sup>TH</sup> APRIL

**MITRE 10 MEGA SUMMER RACE SERIES ROUND 3**  
SUNDAY 11<sup>TH</sup> APRIL

**MITRE 10 MEGA SUMMER RACE SERIES PRIZEGIVING**  
SATURDAY 17<sup>TH</sup> APRIL

**4 AND ROTARY JAMBOREE**  
SATURDAY 17<sup>TH</sup> / SUNDAY 18<sup>TH</sup> APRIL

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



# PARTING SHOT



Back in the good old days when the MCC Daybreaker Rally really was a huge regional event. For several years we utilized a police presence to provide stage security, a marked patrol car travelling the stages just in front of the zero cars, this photo from 1999. I can't imagine we would get the same co-operation today, but then again .... Sponsors were hugely important to make the event viable and much reliance was placed on the core group of volunteers that made the whole thing run. Curly Hamblyn and Brian Terry in the Palmfeilds work hack running as Safety Car in the 2000 event. Brent Bottin photos.

