

# **Manawatu Car Club Inc**

## **Magazine**

### **May 2021**



# **RACE WITH US!**



Writer's block. Not normally an issue I struggle with – as you well know I usually have plenty to say, and by goodness there has been plenty of rubbish floated this last month including plans to slash more State Highway speeds to 80 kph to reduce the road toll, but I feel as though I have covered that scenario pretty thoroughly already, so no more comment needed. This month has been an odd one with short weeks, school holidays and a disrupted routine and I haven't yet found my groove yet, hence the lateness ....

The final round of the Mitre 10 MEGA Summer Series was a cracker despite the lower number of entries. The racing was fierce !! Colleen had entered the Transpec/GT Oils open day on the Saturday for her track debut, however when we awoke to it absolutely bucketing down, and a forecast that indicated every probability that it would continue for most of the day, she made the wise decision to pull the pin. Open car, brand new tyres, wet track and sitting in wet gear does not a confidence inspiring experience make. There was a sigh of relief on my part when Sunday dawned fine. With 4 MX5's entered in the SF class it was always going to be fun. Jack, on the old Toyo tyres, ran away and hid at the pointy end of the field while Richard Bosselman, myself and Scott Wild (in a guest appearance in Jeremy Hoskins car) were within a gnat's whisker of each other in qualifying, and continued to have some great battles during the day, even in amongst the "other" cars. An unfortunate kiss from behind saw me black flagged off for damage to my rear bumper in the first race, while Scott got to explain to Jerry why his nice pink car had smears of Dittmer green on both front corners!! No real harm done and we continued to battle away!! See Russell's report for all the low down on what turned out to be an awesome day. Just a shame that the relay race was canned, I was so looking forward to that.

Unfortunately, I couldn't make the prizegiving, work got in the way, but by all accounts, it went very well and it's a great way of acknowledging the winners and the volunteers that make it all happen. Once again, the points were very close in each of the classes this year, which I guess proves the formula we use is probably pretty right. Consider the different types of vehicle in any one class, then look at how close the racing is, with everyone having different strengths and weaknesses – it's what makes it so much fun for the drivers and such a good spectacle for those watching.

At the first meeting of the new committee President Richie indicated that he wanted everyone to take a big step back and consider what they would do if they had to start the Club from scratch. Mmmmmm, interesting concept. Much head scratching. What would we like to see the Club look like?? How would it function?? What would be the primary purpose and who was the target market?? Some really probing questions came from this exercise and suffice to say there have been some even more interesting ongoing conversations around this!! As a committee we have always discussed every month what pisses us off and what we can do better, we take our customer feedback very seriously, but this is a far more forward reaching rethink. We all agree that the Club must not remain static, to do so is to go backwards, and we are determined to be proactive in everything we do, so watch this space!!

I will just leave this here. Fact. CO<sub>2</sub> constitutes about 0.041% of the air. Fact. There are almost 3000 billion tonnes of CO<sub>2</sub> in the air and some 75 million billion tonnes sequestered in limestone alone (an ongoing process as the sea absorbs CO<sub>2</sub> and sea creatures have been using it for around 500 million years to make their shells). Fact. Plants sequester 40 billion tonnes of CO<sub>2</sub> per annum, more than the human output of 37 billion tonnes.

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

TW

MCC 2021 CALENDAR

# MCC 2021 CALENDAR

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## MAY

- 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

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## 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 Oils 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

## **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



# **TRACK 'N' YACK FROM 7.00PM**



**TUESDAY 11<sup>TH</sup> MAY  
ROSE & CROWN PUB  
TERRACE END  
SEE YOU THERE FOR A BEER,  
FOOD AND A CHAT**





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Noel Beale



Jill Hogg



Kaye Flannagan



Donna Whale



Greg Browne



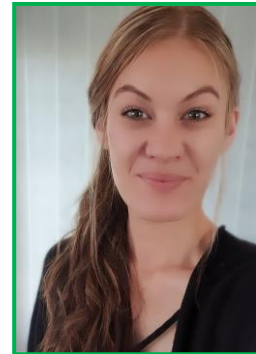
Gareith Stanley



Nick Stewart



Markku Braid



Jodie Bell



Russell Harris  
Club Advisor



Brian Davies  
Club Advisor



Trevor Weir  
Club Advisor / Magazine Edit



# FROM THE PRESIDENTS PEN



The Corolla is no longer in my shed... nope, it is now gracing someone else's shed in the South Island where it will see track duties at Highlands Park in the not-too-distant future. I got a text from a gentleman late one evening inquiring about the car, a few questions later and the deal was supposedly done, all via text. Thinking nothing more of it, as I have had a few text conversations that went nowhere, I awoke the next morning to see the money sitting in my account, so I loaded up the car and dropped it off to get transported down south. So, for the first time in quite a while I have not got a Race Car in my garage, which feels kind of odd in a way as it will mean that I will not be competing in the coming Winter Race Series for the first time in many years, aside from when I was laid up with health issues a few years back.

Speaking of the Winter Series... Well once again our great friends, Huw & Kathy, from Feilding Auto Electrical are back on board as our Winter Series Sponsors. Racing is in their blood and so is supporting the Manawatu Car Club and for this I can not thank them enough. Indeed, all of our sponsors are back on board this year, and there are a couple of new ones as well, so keep your eyes open for the announcements of who is sponsoring what class in the weeks to come.

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The first round is on the 5<sup>th</sup> and 6<sup>th</sup> June and you can enter online here: [Winter Series R1 – Saturday 5/Sunday 6 June – Manawatu Car Club](#) The first round is being run over two days due to the very early sunset, with the RS, SF, Classics, Formula Ford and Formula First classes running on Saturday 5<sup>th</sup> June, while the IB, GT, MX5 and Manfeild Muscle Cars will run on Sunday 6<sup>th</sup> June. This has been done to ensure everyone gets their allotted time on the track and we don't have to cut any races short due to failing light.

It is not often you get to do something that really means a lot to someone. Last month Richard Brown was our MCC Member of the Month. His son Malcolm contacted me in late March to ask if his father, Richard, could possibly be the MCC MOTM for the month of April, to which I immediately answered "he most certainly can mate". Malcolm went on to say that he wanted to do this for his father as Richard had terminal cancer and was not expected to last much longer, seeing that text come through brought a tear to the eye and a lump to the throat and I immediately set about sending Richard an email to ask him to be the MCC MOTM for the April edition of the Magazine. Richard came back to me straight away and said that he would be delighted to be the MOTM and would get into answering the questions straight away. Malcolm

text me to say that Richard was delighted to be asked and that they were going to sit together and answer the questions. A few days later and I received the email with the questions answered and a huge thank you from both Richard and Malcolm. Unfortunately, Richard passed away on the 19<sup>th</sup> April after losing the fight to this terrible disease, but his memory will live on in the hearts of all who knew him, and his thoughts and pictures will forever grace the pages of our April 2021 Magazine.

Of late I feel like my time management has been poor to say the least, too much to do and not enough time to do it in, or “time poor” as someone recently said to me. Now I am the type of person who writes a list for what I have to do the next day, for the week, weekend etc... if I do not do that then I spend all night awake reminding myself to remember in the morning what I have to do, only to forget when I finally wake up after less than an ideal amount of time asleep. However, in talking to everyone I know in business of late, everyone is feeling the same way... so is it that busy in NZ that we just can't keep up with the demand, or is something else happening? The thoughts are wide and varied on that question at the moment.

Why do businesses advertise something they haven't got??? On more than one occasion recently I went to buy something from a business, only to find that what they were advertising wasn't actually “on the shelf” and I would have to wait until “new stock arrived”... to which I replied “but you have advertised it as being in stock, so where is it, as the advert doesn't say anything about it being on back order?” – the answer to that question got blamed on the usual Covid excuse and that Head Office had stuffed that up. I say not good enough as I don't go to a Fish n Chip expecting to pay for my order to only get it a week or two later now do I.

I wasn't going to mention the Easter Road Toll in my piece this month as I thought that I would just sound like a broken record, but a chance conversation with someone in the last couple of days has changed my mind. I was recently involved in a conversation about the Easter Road Toll and someone commented to me that wasn't this type of thing the reason why you joined the National Road Carriers organisation so you could do something about it? My answer was yep it was, but my head got sore from banging it against the wall when there was no common-sense being applied to why our road toll is so high, when all of the people with common-sense are telling our government exactly why there are so many deaths on our roads but that the people within government won't listen. Take our racing at Manfeild for example, no matter how fast or slow you drive around the circuit, your level of talent and ability will eventually shine through and if you exceed that ability you tend to crash, driving on the road is no different, sorry there is one difference and that is our roads are nowhere as good as Manfeild: Circuit Chris Amon, but eventually you will crash if you exceed your level of skill and unfortunately the level of skill on our roads is appalling because we have not invested enough time to teach people how to drive safely and efficiently. And we do not invest enough in the infrastructure to support the level of traffic on it.

On a lighter note, I was thrilled to be able to give Russell Harris the MCC's Long Service Award at the recent Summer Series Prize Giving afternoon. Russell continues to be an inspirational figure within our club and he richly deserved to receive this award. A funny note here... we hid the award from Russell when we were sitting up the afternoon and just before we started I said to Kaye (who was helping with taking the pictures) that when the awards part is finished and Russell asks me to go up and do the close this will be when I do the announcement for the Long Service Award, so can you please grab the trophy / plaque that we are giving Russell, “yep” she said. So, I went and did the announcement and then turned around and no trophy! Kaye had forgotten... Quick as a flash Russell said “I hope I get something for this” as Kaye and I ducked off to grab the trophy and plaque to much laughter...

See you at the Winter Series in June!

Richie





**NAME:** Russell Byne

**BORN:** Foxton

**OCCUPATION:** Electrician

**RACE CAR:** Series 1 Mazda RX7

**EVERYDAY DRIVE CAR:** Toyota Hiace

**DREAM CAR:** Holden Commodore VK SS

**YOUR BEST MOMENT IN MOTORSPORT?**

Couldn't think of just one

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

A Mechanic as I had a love of cars

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

Dick Johnson, Jim Richards, Denny Hulme

**WHO WOULD YOU PLAY IN A MOVIE?** Nicolas Cage in "Gone in 60 seconds"

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

Easy going, Competitive

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

A Muscle Car because of the V8 sound

**WHAT IS YOUR SECRET VICE?** I like a drink or two...

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

I like gardening.

**FAVORITE QUOTE...**

Speed never killed anyone, the sudden stop does...





# GRID TORQUE

The Manawatu Car Club celebrates two new champions. The final round of the SpeedWorks New Zealand Premier Championships at the Taupo circuit decided two titles in favour of the club. In the Hi-Q Components Formula First Chris Symon finally emulated his father following two years of finishing runner-up, winning the 2020/21 title by claiming all three races, a feat he had achieved twice earlier in the series. Chris was at his brilliant best, in qualifying there was an indication of what was to come when he recorded the fastest lap that was 1.3 seconds ahead of the field. Ross Symon won the championship four times between 1985 and 1989, they become the first Formula Vee/First father and son champions and the third in our country's motor racing history. The Best Bars Toyota 86 Championship was only decided when the checker fell at the end of the final race. After finishing 2nd and 3rd in the earlier races Rowan Shepherd knew that he had to finish second in Race 3 if Simon Evans won, Evans did win with Shepherd shadowing him from the start, he did lose second place to Ryan Wood early but quickly regained it, sitting on Evans tail for the remainder of the race, the pair split by 0.21 when they crossed the line. Shepherd won the title by five points after 15 races, Evans was runner-up with Wood third in a particularly hard-fought series. Congratulations to both Chris and Rowan, the club and its members are very proud of your achievements..



*His big moment denied. In the morning race at Taupo Justin Allen made a great start and with a determined drive led from lights to flag despite the best efforts of Brock Gilchrist to unsettle the driver of the # 99 NAPA Autoparts car. When Justin took the checker it was for the first time in two seasons of racing in the category, but the glory was short lived when officials penalised him 5 seconds for a jump start, first place became fourth*



place! After being P12 in qualifying, but only 0.895 off the fastest lap, Justin's scorecard read a respectable 10, 4, 7 it could have been 10, 1, 7 - too keen...

There were other Manfeilders at Taupo. There was group of five MX5 drivers who raced in the Nexen Tyres Mazda Series. Winning outright was out of the question with the likes of RX7s and RX8s on the grid so Markku Braid, Dennis Churcher, Richard Bosselman, Jack Cleland and Matt Dilly raced for MX5 supremacy. Braid was the quickest in qualifying but Churcher was first home in Race 1. Braid reversed that result in Race 2 when Bosselman and Dilly were DNFs. Race 3 was the decider where Churcher headed Braid again. In GT1/GT2, it was no surprise that John De Veth ruled the roost in his Crawford, Brock Cooley was P4 in qualifying, Daniel Gordon 8th, Simon Barry 9th and Struan Robertson 13th. Cooley was a DNF in Race 1 and on the trailer, Barry was highest placed in P4 with Robertson one spot behind. In Race 2 Robertson improved to 5th three places ahead of Barry, while in the final race Barry was a DNF with Robertson bringing his Porsche home in 9th for his third Top 10 finish following a disappointing qualifying time. Sean Browne, Jason Feck, Mark Allen and Brian Hamilton waved the club flag in GT3/GT4, Browne being the highest placed finisher when he took the flag in Race 2 less than a second behind the winner while Allen had a best 5th and an 8th, Feck a 6th. The big NAPA Central Muscle Car field included Ken Lupton and Gary McKelvie, Lupton had a very good weekend in his Mustang to end with a 10, 16, 9, 8 score card after being P12 in qualifying. McKelvie's card read 14, 17, 15, 15 in a field that included the names of Fogg, Knight, Boote, Jones and Porter. Winning isn't easy when those names are on the grid...

Success closer to home. Manfeild Circuit Chris Amon hosted the North Island 4 & Rotary Jamboree the same weekend in mid-April, familiar names dominating the Pro Open class in the Time Attack Single Car Sprints. Each driver had five runs before the final, Jamie Potts and Sam Bleakley each won two sessions and David Thomsen the other. There was no standout favourite but when it mattered most Bleakley really wound up the Skyline GTR to stop the clock with a 1.14.780 run, Potts in the Toyota Trueno V8 came up 0.117 short with Thomsen having to settle for third in his Mitsubishi Mirage, 0.640 behind the GTR. Top drivers, top result...



Did you notice? On page 32 of the MCC March magazine there was a photograph of 2021 Toyota Racing Series winner Matthew Payne with his crew. The sponsor on the side pods of his car was Manawatu & TRC Toyota. Nice one...

Two words that matter. Those who read in Grid Torque about the two Ford Falcon GTHOs being sold in recent months must be wondering about the huge price difference between two cars whose ages are only one year apart and are one model apart. To recap, the car sold at the March Southward's auction was a 1970 GTHO

Phase II that went for \$414,000, bidding for the 1971 GTHO Phase III sold earlier in Australia had reached \$1,150,000 when the hammer fell. All models of the fabled 'HO' are highly sought after, the two words that account for the price difference are 'Matching Numbers' which means a particular car retains its original components, ie, the engine and transmission have the same sequence numbers as the VIN (Vehicle Identification Number) assigned to the chassis, one car had matching numbers, the other didn't. Those two words really matter...

Simply remarkable. What Shane Van Gisbergen achieved behind the wheel in the space of six months is extraordinary, it draws a parallel with the great Jim Richards as this country's most versatile driver. SVG's remarkable unbeaten run involved driving five different cars of five different types. A class win the Rally of Auckland, won Battle of Jacks Ridge Rally Sprint, all three TRS races at Hampton Downs including the NZGP, five consecutive Repco Supercar races at Mount Panorama and Sandown, the Bathurst 6 Hour and Race 1 of the GT World Challenge Australia, the run of victories ending in Race 2 of the GT WCA by less than a second of time. Motorsport history shows the number of truly versatile drivers at the highest level can be counted on one hand, the names of Mario Andretti and Jacky Ickx immediately come to mind, in recent times drivers tend to focus on a single discipline. SVG's Australian successes were achieved with injuries that would have kept most drivers out of a racing car. Simply remarkable...



Only in America. For the first time in more than fifty years the NASCAR Cup returned to its loose surface roots by racing on dirt. The half-mile oval track at the Bristol Motor Speedway in Tennessee was converted to a dirt track for the third time, it was previously done in 2000 and 2001 for World of Outlaw sprintcar meetings. Work started in early January and involved bringing in 2,300 truckloads of dirt and clay, 23,000 cubic metres weighing 30,000 tons. Construction began with a base layer of insulating sawdust that would facilitate easy removal, followed by layers of dirt that were carefully laid by GPS equipped bulldozers and graders. Mix, moisture and compaction were critical factors, the project used laboratory analysed materials from twenty different sites, the top layers being 'Bluff City' clay. Following the three month rebuild the only major track difference other than the surface was the banking being reduced from 28 to 19 degrees. The regular NASCAR races at Bristol are 500 laps, the 'Food City Dirt Race' was raced in three 'stage' over 250 laps (2 x 100 laps 1x 50 laps), a distance of 214.4 kilometres (133.25 miles) and had to be postponed a day because of heavy rain and flash flooding. There were multi-car crashes as the drivers struggled with visibility and car control, there were ten caution periods and five lead changes before Joey Logano took the checker flag and US\$50,000 winner's



cheque 0.554 ahead of Ricky Stenhouse Jr with 19 cars on the lead lap, the Team Penske driver said “It was definitely a challenge”. The dirt NASCAR race lasted 2.43.53 with the winner’s average speed 74.53 km/h (46.31 mph), in last year’s 500 lapper winner Brad Keselowski averaged 129.29 km/h (80.33 mph) in a race that was only 36 minutes longer! The dirt surface remained at Bristol for last month’s World of Outlaws sprintcar round before the clean-up began for the NASCAR asphalt race in September. It seemed a lot of effort for a 2¼ hour motor race...



Work has begun. Racing on the dirt at Bristol Motor Speedway dramatically slowed average speeds, at Melbourne’s Albert Park work has started to increase the average speeds. The F1 circuit presently has sixteen corners, one chicane has been removed completely and the other widened by 7.5 metres to make it a kink which will increase the Turn 6 speed by 70 km/h, four other corners are being widened between 2.5 metres and 4.0 metres, the pit lane has been widened by two metres which was the first part of the three phase plan. The work being carried out dramatically alters the circuit’s profile, the lap length reduced from the present 5.303 to 5.280 kilometres, a difference of 23 metres, while the ‘racing line’ is expected to drop by 28 metres, the changes also allow the possibility of a fourth DRS zone approaching Turn 11 where the car are expected to reach 330 km/h. The end result is that lap average speeds are predicted to increase by 15 km/h with qualifying lap times dropping from 1.21 to under 1.16 seconds. Remembering that the Albert Park circuit uses public roads, the project will make for more exciting racing while improving the existing roads and surrounding facilities for the community. That should keep everyone happy...





A little quirky? It's been revealed that four-time world champion driver Sebastian Vettel has given his cars names since he came into Formula 1 with Scuderia Toro Rosso in 2008. Apparently the idea was inspired by the American World War II bomber crews who gave their aircraft women's names, often accompanied by eye-catching artwork. It's Vettel's way of treating his cars as more than a machine, using female names attaches a degree of emotion and a racing car is visually beautiful. There was only one season at STR where Vettel's car was named Julie, after being promoted to Red Bull came Kate, Kate's Dirty Sister, Lucious Liz, Randy Mandy, Kinky Kylie, Abbey, Hungry Heidi and Suzie. In 2015 Vettel switched to Ferrari where the naming continued with Eva, Margherita, Gina, Loria, Lina and finally Lucillia. This year the German star has moved to Aston Martin who have returned to grand prix racing for the first time since 1960, and the name of his AMR21 is 'Honey Ryder', the name of a character in the first James Bond movie 'Dr No' that was released in 1962. Honey Ryder was played by the white bikini wearing Swiss actress Ursula Andress who became the first Bond girl, but the first '007' car was not an Aston Martin, it was a Sunbeam Alpine Series II, the iconic gadget-filled DB5 was introduced two years later in 'Goldfinger'. Sebastian Vettel's car naming is an interesting story, does your race car have a name...



Here comes the judge. Highly knowledgeable and highly respected in the trucking industry, MCC President Richie Arber returned to his roots at the end of March as one of the judging panel at the popular Tui Truck Stop Show & Shine in the grounds of Tui HQ at Mangatainoka. The place is full of history as Tui dates back 132 years to 1889 when Henry Wagstaff first began brewing his beer, the original brick tower is a famous landmark. Armed with a clip board and lots of judging sheets it was not a simple task, each truck had to be judged individually taking into account many factors, there were around eighty trucks/rigs in the line-up that represented seventeen different makes - DAF, Foden, Freightliner, Fuso, Hino, International, Isuzu, Kenworth, Mack, MAN, Mercedes Benz, Nissan, Peterbilt, Scania, Sterling, Volvo and Western Star. Mr Richie was the right man for the job...

Doting Dad. Vern Marshall was seen wandering around the trucks looking very much like a proud parent, the reason was that his 'baby' was on show and drawing lots of admiring looks with lots of camera clicking. His 'baby' is now 48 years old and has aged well. Born in Australia and immigrating to this country in 1973, his name is 'Mack'. It's the first truck with the famous bulldog badge to be imported by Palmerston North-based





Motor Truck Distributors, its destination Waikato Bitumen Limited. Vern joined MTD the following year. With its working life over, the Mack returned to MTD in 2009 and was rebuilt to a high standard. Other than the close link with MCC Life Member Vern Marshall, the R-Series Mack's claim to fame is as a movie star, a 1973 R6 featured in the Australian apocalyptic and post-apocalyptic 'Mad Max 2' movie that hit the big screen in 1981, starring Mel Gibson as Max Rockatansky. Vern has a great passion for many things in life (except electric lawnmowers), that bulldog badge is one of them and he firmly believes there are only two types of truck drivers in the world, those who drive a Mack and those who would like to. It's a special breed who like to drive looking at a bulldog's bum all day...

A very special initiative. Backed by Supercar team owners Roland Dane (Triple Eight Racing) and Ryan Story (DJR), together with former Bathurst 1000 winner Paul Morris and the Brisbane indigenous organisation Gunya, a new racing team has been formed to compete in the Motorsport Australia Queensland Circuit Excel State Championship. The idea came from Formula 1 Steward Garry Connelly and his wife Monique who founded the programme last year as a pathway into motorsport for indigenous youth. "The Racing Together project is designed to identify suitable Aboriginal and Torres Strait Islander youths of both genders and provide them with an opportunity to pursue a career in our sport". The ten young people involved are a mix of girls and boys between 14 and 17 years of age, they built-up their 'Racing Together' Hyundai Excel X3 race car, 17-year-old Braedyn Cidoni is the driver and the team manager is another 17-year-old. There were 45 cars on the Excel grid for the first round at Morgan Park Raceway, rookie racer Cidoni finished 32nd and 34th before retiring in the third and final race, the next round is at the same venue on 04 June. Club racing is obviously popular in Queensland, there were 190 entries across 20 categories spread over nine grids, 35 races over the weekend with no Safety Car periods! 'Racing Together' deserves to succeed...



Something in common. The Morgan Park Raceway is close to the town of Warwick in south-east Queensland, 130 kilometres from Brisbane, there are similarities with both Feilding and Manfeild Park. Warwick was settled in 1850 which is 24 years before Feilding, but its population of 12,200 is around 5,000 less and includes both aboriginal and Torres Strait Islanders. Other than motor racing the common factor is equestrian where Morgan Park clearly comes out in front with its world class facility that has hosted the Polocrosse World Cup in 2003, 2007 and 2019. Both towns have a river, outstanding parks and gardens, heritage buildings, museums and an all-volunteer steam railway. Feilding has its 1927 Wab tank class '794' while Warwick's Southern Downs Steam Railway has C17 class locomotive '802' that operates twice daily, C17 locos with their eight driving wheels were originally used to haul the famous 'Ghan'. Warwick sounds perfect to be Feilding's second overseas sister town, the first was Albany in Western Australia...

Wearing very famous colours. Scott McLaughlin will not run under his regular PPG colours in this month's Indy 500, his # 3 will be wearing one of the most iconic liveries in Indianapolis history. Ahead of the pre-season testing at the Texas Motor Speedway Team Penske revealed that McLaughlin will carry backing from Pennzoil at the Brickyard and will join an elite list of drivers who have driven a 'yellow submarine', the

name given to the car with the Pennzoil colours. That list includes '500' winners Helio Castroneves, Johnny Rutherford and Rick Mears who is Scott's mentor. Pennzoil has been a supporter of Team Penske for thirty-seven years, putting their distinctive winning colours on the # 3 car shows the faith that Roger Penske has in Scott Laughlin's talent. Roll on May 30...



Been around for 90 years. Pennzoil's presence at Indianapolis began in the 1930's when it was the lubricant of choice for winners Wilbur Shaw and Mauri Rose, their successes led to more drivers and teams switching to the racing oil and the popularity of Pennzoil quickly grew over the following years. The 'yellow submarine' was created in 1979 when Johnny Rutherford secured Pennzoil sponsorship and his team painted the car bright yellow, the name came from fans and fellow competitors. The following year Rutherford won creating a legend. Team Penske and Pennzoil joined forces in 1983, Rick Mears bringing the alliance '500' wins in 1984 and 1988, the last victory in Pennzoil colours was in 2014 with Helio Castroneves - in between there were seven occasions when Penske cars drove into Victory Lane wearing Marlboro liveries, and another three times with single sponsorships. Will the Pennzoil name return to the winner's circle in 2021...

New Zealand and the '500'. A graduate of Indy Lights, Scott Dixon has been crowned IndyCar champion six times between 2003 and 2020, but has won the fabled Indianapolis 500 only once. On 25 May 2008 and before an official crowd figure of over 400,000 fans, Dixon started from pole position and drove his Chip Ganassi Racing Dallara Honda to victory at an average speed of 231.048 kilometres an hour (143.567 mph) after leading 115 of the 200 laps, winning \$2.9 million and the Chev Corvette Pace Car in a race that had 18 lead changes involving nine drivers with eight caution periods thrown in for good measure. The final 24 laps were green with no change in the front running order, Dixon taking the flag 1.74 seconds ahead of Vitor Meira with a gap of 0.56 to Marco Andretti in third place. Two New Zealand drivers, Denny Hulme and Graham McRae, have been named 'Rookie of the Year'. In the 1967 race half the field was made up of 'rookie' drivers with Denny Hulme driving an Eagle-Ford for legendary team owner Smokey Yunick, the car sporting sponsorship from the City of Daytona Beach. Hulme qualified 24th fastest and finished three laps down in 4th place to earn the coveted award. Graham McRae was one of three 'rookies' in 1973, one retired after a single lap and one after 22 laps. McRae had qualified the STP Oil Treatments Eagle Offenhauser in P13 but was forced out of the race after 92 laps with a broken exhaust header, he was classified as finishing in 16th position to claim the award on merit. As an entrant Bruce McLaren Racing won the race twice when Johnny Rutherford took the checker in both 1974 and 1976 driving a McLaren Offenhauser. This country and the 'world's greatest motor race' have a strong bond...



A 2-minute lap at Bathurst? During the Bathurst 6 Hour weekend there were two test/demonstration sessions of a VHT S5000 driven by Braydan Willmington, all part of the preparation for the category's appearance at the Bathurst International meeting in November. The car's ride height was high on the list and that got a tick when there was no bottoming out through The Dipper, a great deal of other information was gained although the 21-year-old speedway racer wasn't pushing hard. No lap time data was released but footage from the car's onboard camera showed a best lap of 2.17.29, way outside the official Supercar fastest lap of 2.03.48. Shane Van Gisbergen cut a 2.01.28 lap in 2016 driving a McLaren 650S, two year's earlier a Formula 3 car lapped in 2.02.67. S5000 category manager Chris Lambden is tipping that the V8 powered open-wheelers will nudge two minutes around Mount Panorama with a realistic chance of a sub-two-minute lap, no doubt this is based on the fact that the S5000 lap times have been significantly quicker than the Supercar lap times at Sandown and The Bend, but the Mountain is much more difficult to climb. To get a truer picture of the S5000's potential at Bathurst maybe they should have put SVG in the driver's seat...



Expensive parking area. The final day's activities at the Ferrari Owners Club New Zealand AGM held in Wanganui over Easter weekend included a visit to the Rush Collection in Feilding. Thirty-five cars with the famous Prancing Horse badge were parked on the Rush concourse, very hard to put a value on that line-up! A highlight for the men was the F5000 McLaren M22 being fired-up in the shed, a very rare occurrence. The ladies in the group weren't impressed by the noise, but liked the car's orange colour...

Heading back to Bathurst. In 2018 Earl Bamber co-drove with Shane Van Gisbergen in the Supercar Pirtek Enduro Cup series, the Kiwi duo finished second in the Sandown 500 and fifth in the Bathurst 1000. Thanks to Porsche connections with Kelly Grove Racing co-owner Stephen Grove, Bamber returns to Mount Panorama in October to share the #7 'NED' Ford Mustang with regular driver Andre Heimgartner. It's a combination that could be on the podium come race day...

Another NZeder heading off-shore. Southland driver Brendon Leitch is returning to international competition via a European-based three race endurance series that begins this month. The 25-year-old will be driving a Lamborghini Huracan Evo GT3 for German outfit Leipert Motorsport GmbH, his co-drivers have yet to be named. The first round is the Hockenheim 12 Hour on 22/23 of May followed by the Portimao 24



Hour in Portugal on 17/18 July, the venue and date for Round 3 is not yet confirmed. Another Kiwi chasing the dream...

*McLaughlin's May diary.* In mid-May there's the IndyCar Grand Prix on the Indianapolis Motor Speedway road course before two weeks of practice and qualifying leading up to the '500' on 30 May, the IMS 'Rookie Orientation Programme' was completed last year. "Nothing prepares you for this place. The sensation of speed, hearing the wind, setting up for the corners and the way it funnels down going into Turn 1, I can't imagine what it's like when this joint is packed. There's no place like it and I'm so excited to be part of it". On the big day expect a team of five million to be supporting Scott D and Scott McL...

Saluting 'The Captain'. This year's Goodwood Festival of Speed is scheduled to take place between the 8th and 11th of July, the theme is 'The Maestros - Motorsports Great All Rounders' celebrating Roger Penske, it will be the first time he has personally attended the iconic Festival in 59 years. On that occasion he drove a Ferrari 250 GTO, since he hung up his helmet Roger Penske has created a motorsport dynasty that began in the 1960s and includes IndyCar, NASCAR, North American sports car racing, Formula 1 and more recently the Australian Supercar Championship. There will be many famous cars representing all the categories that Team Penske has contested, including the NASCAR Pontiac Catalina that the man himself drove to victory at Riverside in 1963, and a Team Penske/DJR Ford Mustang in # 17 Shell V-Power livery that Ford CEO Jim Farley will drive up the 1.86-kilometre Goodwood hill, Roger is expected to drive the Porsche RS Spyder than won the 12 Hours of Sebring race in 2008. The centrepiece of the display will be the four-wheel-drive Lola T152 that was Team Penske's first Indianapolis 500 entry back in 1969, rookie Mark Donohue qualified the Offenhauser powered Lola on the inside of the third row and finished P7, 10 laps behind winner Mario Andretti. Team Penske went to win eighteen Indy 500s, the number could increase by one later this month. Perhaps one year Charles Gordon-Lennox, the Duke of Richmond, will consider a tribute to 'number 8 wire' technology and invite the best of New Zealand and Australian 'specials' to Goodwood. Back in the same period the Brits built some weird and wonderful hill climb cars that were nothing like what was created in 'down under' backyards and sheds. They would be truly astonished...



A nice piece of shopping. Zac Brown is a co-owner of the Walkinshaw Andretti United Supercar team, he's the 'United' part. Brown is also the CEO of the McLaren F1 outfit, he also has a private car collection that includes some rather special vehicles of significance. One is the Toll-backed HRT VE II Holden Commodore that Garth



Tander and Nick Percat drove to victory in the 2011 Bathurst 1000 by a margin of 0.30 seconds, another is the Williams FW8 that Alan Jones used to win the non-championship 1980 Australian Grand Prix and later the British and French GPs to win the F1 world title. Joining the pair is Brown's latest acquisition that has a strong link with our country, the ex-Allan Moffat Chev Monza, one of the famous DeKon Engineering built cars that the Canadian born Australian raced in a couple of ISMA events, "at Daytona I reached the highest speed I have made on a race track ... 204 miles an hour". One month and \$10,000 later the car was airfreighted to New Zealand to take on the local Ford Mustangs of Leo Leonard and Jim Richards, together with other sports sedans from both sides of the Tasman, at the 1975 Bay Park December meeting, Leonard in the PDL Mustang won all three races with Moffatt close behind, in February 1976 Moffatt raced the car at the Lady Wigram Trophy meeting before it was shipped to Australia. Across the Tasman Moffatt won the inaugural Australian Sports Sedan Championship driving both the Monza and his Ford RS3100 Cologne Capri, a matter of 'horses for courses'. Despite the car being CAMS compliant and homologated it was surrounded by controversy and protests, the problem, it was 'simply too fast', both the engine and chassis were 'detuned' when the car reappeared briefly at the end of the 1970's before Moffatt decided to sell it. Several owners later on two continents the car finally underwent a full restoration in America to its original specification and livery. Zac Brown has a car with a Kiwi connection and great history, DeKon '1005' was the first Chev Monza to win a championship...



Another outlandish Pikes Peaker. Bentley has unveiled a Time Attack specification Continental GT3 as they chase a third record on the world's most famous hill climb. A Bentley Bentayga set a new Production SUV record of 10.49.902 in 2018, the following year they set a new mark for a Production car, a Continental GT reached the summit in 10.18.488, both driven by New Zealander Rhys Millen who is something of a





specialist climber. The Bentley GT3 Pikes Peak has a larger front splitter, rear wing and under-car diffuser, while it's likely the 4.0 litre twin turbocharged V8 engine will run unrestricted and could use e-fuels developed by Volkswagen Group sister brand Porsche. The Time Attack 1 category is for closed cockpit two- and four-wheel drive cars, the record currently standing at 9.36.559 set last year by a Porsche GT2RS Clubsport, so Millen has a very big challenge ahead of him. The Pikes Peak Hillclimb was first run 105 years ago, the course is 19.99 kilometres long with 156 turns and climbs 1,440 metres with massive drop-offs. Not for the faint hearted...

*Thirty-one years ago. A young man living in Taranaki spent 400 hard earned dollars to participate in the inaugural Shell Scholarship at Manfeild. He had never sat in a Formula Ford, let alone driven one, he had trouble with the pedals until he was given a pair of proper racing footwear, what a difference that made. In the end there is only one winner, it's not revealed who was second or third or whatever. The first recipient of the Scholarship was a teenager with the name Greg Murphy who went on to win the New Zealand Grand Prix and score four Bathurst 1000 victories. The Taranaki youngster's career took a different path and never reached the same heights as Murph, but as a member of the Manawatu Car Club there has been success in the respective Summer and Winter Series, he has raced a vehicle that Murph hasn't (MPV) and figured in the world's first official dead heat finish. His name is Gareth Stanley...*

Puke got the nod. Supercars have confirmed that the 2021 Auckland ITM 400 will be held at Pukekohe Raceway, the reasons for their decision make a great deal of sense. The circuit has a proven working plan, traffic management is established as are people's operational roles, when combined these factors eliminate risk with the bonus being the big grandstand. Officials say that Hampton Downs remains on their radar, the reality is that to cope with a Supercar size crowd would require a number of grandstands and a very much larger car parking area, then there's the problem of traffic entering and exiting directly onto SH1. Those factors won't be simple to resolve...



*A nice touch. With Markku Braid racing at Taupo he was unable to attend the Mitre 10 Mega Summer Series prize giving, it gave Mum Chrissie the opportunity to accept two trophies on her son's behalf. They were very proud moments as because of work commitments Chrissie rarely has the chance to see him race. Rather appropriately she wore one of Markku's Red Robin Racing stickers that featured the red Toyota Trueno in the centre. Perhaps there should now be a name change to Red Rooster, with two pieces of GT Cup silverware the Braids had lots to crow about...*

Before Supercars. By winning six Bathurst 1000 races Larry Perkins is generally remembered as one the best Supercar drivers of his generation, forgotten is that he raced in Formula 1 and drove the Amon AF101 in his debut at the 1974 German

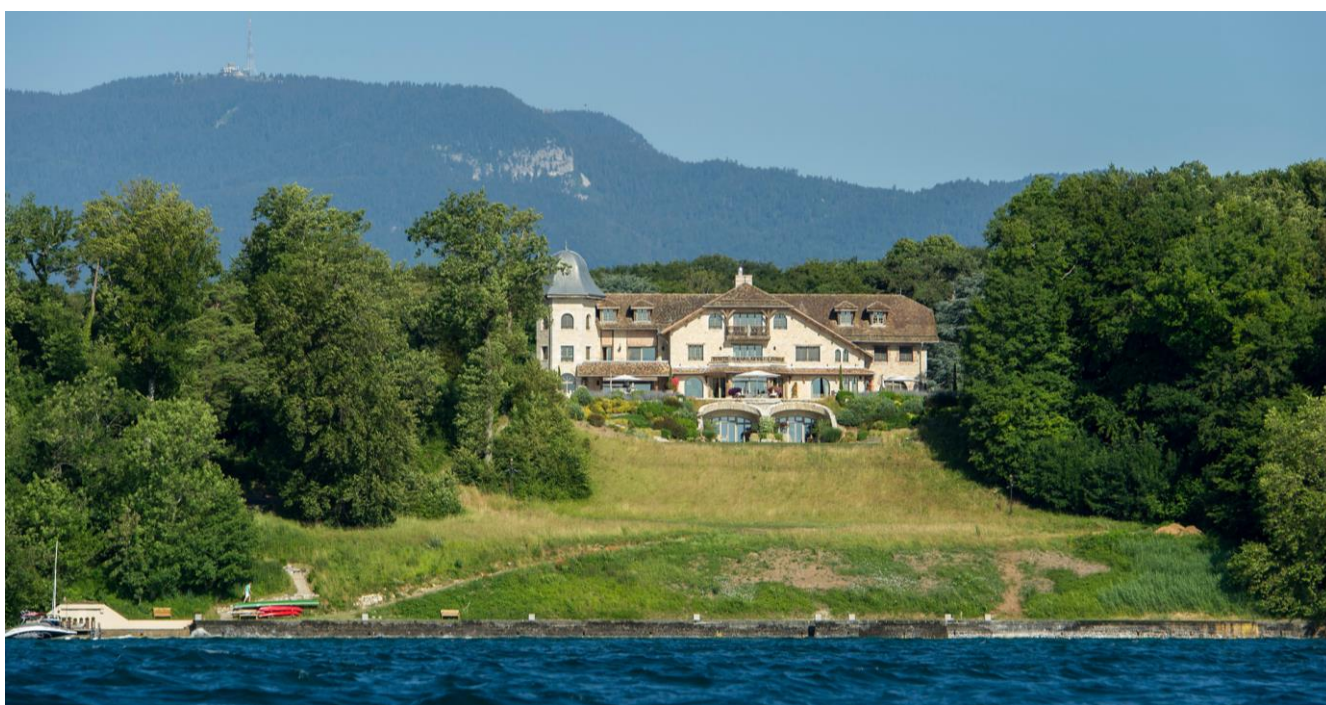


Grand Prix, or the remainder of his racing career. Well before all that his competitive driving was behind the wheel of the humble VW Beetle! His father Eddie drove Beetles in rally events in the 1950s and with his brother Lance won the 1956 Round Australia Trial, in 1979 Larry and his brother Geoff competed in the same



event and were in second place at the end of Day 2, the car rolled on Day 3. Six years later, using the same chassis with a new body, Larry and Geoff entered the 7-day Wynns Safari over a 6,000-kilometre outback route between Sydney and Darwin, the brothers were running in the top three before a steering joint broke. The VeeDub was put in the shed as Larry concentrated on his racing career, now he's started restoring the car that looked like a 'barn find' with the # 13 Wynns Safari door sticker still visible. An interesting project, and a relatively straightforward one...

*Another desirable property for sale. If you missed out on buying the property on Conrod Straight there is now another highly attractive piece of real estate on the market, it's not overlooking a famous section of race track but it does have an extremely strong motor racing connection and the most stunning views of Italy's famous Lake Geneva. Michael Schumacher's 20,000 square metre estate has reportedly been placed on the market by his wife Corinne, listed at 58.7 million Euros which is \$98,457,159 in kiwi currency. The seven-time world champion suffered serious head injuries in a 2013 skiing accident, for the last four years the family have lived in their holiday home at Majorca, a Mediterranean resort island off the east coast of Spain. Lake Geneva has no motor racing but offers great boating...*



A trophy like no other. At the Mitre 10 Mega Summer Series prize giving there was all the regular class and Award trophies, there was also one that had never been seen or heard of before. The plaque read GOATUBERRD which translated into 'Greatest Of All Time Uber Racing Driver', the trophy was presented to Gareith Stanley as the top points scoring MPV driver over the three rounds. Created by the one and only Greg Browne it was very very clever and showed that not all trophies have to be bright shiny silver. Honda Odyssey pedaller Gareith was initially stunned when his name was called as the recipient, he's probably still smiling...

*Weight watching. The levels of fitness required for top level sport are high, very high, and motor racing is no exception. For three seasons Scott McLaughlin ruled the Australian Supercar scene before Roger Penske lured him to the world of IndyCars, a completely different world. Whenever you saw the driver of the # 17 Shell V-Power Mustang he appeared lean and mean and race fit, but Supercar fitness is very different to IndyCar fitness with its longer races and higher G-forces. Scott began preparing for the Team Penske single-seater last year and lost 11 kilos in weight, taking him from 93 to 82, there's been another 4 kilos this year which has lowered his 'fighting' weight into the 70's. Apparently Shane van Gisbergen has lost a similar amount of weight preparing for the Le Mans 24 Hour - lighter cars require lighter drivers. It shows serious commitment...*

Mrs Versatile. There are people in our club who are real multi-taskers out there in the workplace. This year Donna Whale joined the MCC Committee, a lady with an impressive CV in management but who has done/does volunteer work in various sporting pursuits like jetsprinting, rallying and is a key member of Manfeild crash rescue team as the lacky in 'Greenie', the big 4WD recovery vehicle. Her versatility doesn't end with motor sport, Donna is also a volunteer fire fighter with her home base the Bunnythorpe Volunteer Fire Brigade station. When the siren goes for a call-out the journey from home to the station is quick, Donna drives a late model Ford Mustang GT...

What's in a race number. Triple Eight Engineering have sprung a major surprise with their wildcard entry for the 2021 Repco 1000 at Bathurst in October. The team's young Super2 Series driver Broc Feeney will be co-driving the # 39 Supercheap Auto backed Holden Commodore with veteran Russell Ingall who won the race twice with Larry Perkins (1995 & 1997) and was the Supercar Championship winner in 2005 and runner-up on four occasions. It's certainly an interesting combination with a teenager and the driver known as 'The Enforcer' because of his driving style, as for the race # 39, it's the age difference between the two drivers, Feeney is 18 and Ingall 57. Yup, 39 years...



Finally. When Chaz Mostert won the third race at the Tasmania SuperSprint it was his first Supercar win in two years, it was also the first for the Walkinshaw Andretti United team in three years. For 2021 Mostert's Holden Commodore wears the race number '25', Tasmania was the first time in 27 years that the number had been on the winning car in a ATCC/Supercar race! In July 1994 at WA's Barbagello Raceway Larry Perkins beat Tony Longhurst wearing '25', in April 2021 at Symmons Plains Raceway Mostert beat Anton De Pasquale. By strange coincidence the second placed cars of Longhurst and De Pasquale carried race number '111'. That's weird...

Proper recognition. The S5000 open-wheel race cars have received recognition by being given an official chassis name. The cars have a Franco-American link but Australian designed and manufactured components played a major part in the design. The French firm Onroak-Liger produce the chassis at their American Crawford Composites facility in North Carolina, the engines are sourced from the USA but are developed by Gold Coast-based InnoV8 Race Engines, the Holinger transaxle and MoTec electronics are pure Australian as are key components that includes brakes, suspension, steering and wiring loom that were developed by Garry Rogers Motorsport (GRM) or other Melbourne suppliers. Now the cars will be known by the designation 'Rogers AF01/V8' - 'Rogers' acknowledges the category's technical partner (GRM), 'AF' stands for Australian Formula, the '01' denotes the cars are the first generation S5000 while the 'V8' refers to the Ford Coyote engines. With



*the naming of the chassis the 'Rogers' name is now alongside other famous Australian open-wheel makes Brabham, Elfin, Matich, Mildren and Cheetah. 'Rogers' is in good company...*

S5000 gets it big break. Here's hoping that Kaleb Ngatoa retains his seat with Team BRM because the 2021/22 season has a seven round calendar that he will definitely want to be part of. The opening round is scheduled for Sandown Raceway on 17-19 September, followed by an exciting trifecta on consecutive weekends that will have international status, beginning with the Australian Grand Prix meeting at Albert Park on 18-21 November, then the Bathurst International and the Gold Coast 500 at Surfers Paradise, the dates and venues for Rounds 5, 6 and 7 have yet to be confirmed. Have the series organisers heard of Manfeild Circuit Chris Amon?? ...

*The cheque books out again. Not content with owning Highlands Motorsport Park and Hampton Downs, Tony Quinn has made a conditional offer to purchase a 100% shareholding in the Taupo Motorsport Park. It's the second time that Mr Quinn has attempted to buy the publicly listed facility, on the first occasion it was valued at \$3.5 million, currently the value is more than \$6.6 million with the offer \$1.04 per share, the sale process is expected to take another two months. Tony Quinn has been good for the sport in our country by creating two outstanding facilities from troubled pasts, his plans for Taupo include continuing to operate the park as a motorsport facility that includes fostering the development of grass roots motorsport and expanding the existing event activity. Should Manfeild be looking over its shoulder...*



What's in that shed. In the past year two more rare Ford Falcons have surfaced in Australia, both had been sitting uncovered in sheds for very long periods of time. Last year a 1973 XA GT RPO 83 was 'found' covered in bird droppings in a chicken coop on a rural property at Darling Downs in south Queensland, it had been there for 32 years. The car quickly became known as the 'Chicken Coupe' Falcon XA GT and was one of two cars painted the 'MacRobertson's Old Gold' colour, the original purchase price was \$7,000. With an estimate of \$200,000 the online auction began at a nominal \$9 and reached \$160,000 within 10 minutes, then hovering over \$300,000 for three days between rival bidders, the car's new South Australian owner paid \$300,909 for the privilege. The latest 'holy grail' XA GT RPO 83 is also in Queensland, at Kandanga north of Brisbane, and has been in an open-ended shed since 1992, a tree had to be cut down to remove it! The car is

described as being in 'fantastic' condition and is rarer than the 2020 find, it's the only example finished in the colour 'Sogo Port Wine'. Peter Sterland is selling the car with the money being used to support his unwell parents who are in their nineties. Will this one go for \$500,000? The XA GT RPO 83 is regarded by many as rarer than the mighty Ford Falcon GTHOs, the 'RPO' standing for 'Regular Production Option'. They were built using performance parts for what would have been the GTHO Phase IV that was scrapped in June 1972 following the muscle car scare that saw Ford, Holden and Chrysler immediately scrap their programmes. Only four Phase IVs were actually built, one a production model with other three destined for the race track. The XA GT RPO 83 was launched without fanfare in 1973, the 252 cars being built in August of that year (131 4-door sedans and 121 coupes), they had no special distinguishing badges to identify them, the biggest giveaway was the choke knob on the dashboard, many owners didn't know what they had bought was something quite special! A hard push on the accelerator might have got them thinking...



*That magic 10-minute lap. Niki Lauda's racing career began in the 1960s driving a Mini Cooper S and a Formula Vee that was his introduction to single-seater racing before establishing himself in Formula 2. In Niki's biography written by highly respected journalist Maurice Hamilton there's mention of the three-time world champion first showing his lack of fear by being the first driver to lap the 20.83-kilometre Nurburgring Nordschleife in under 10 minutes driving a Formula Vee. That would have to be full throttle ignoring the brake pedal...*

American racing legend Bobby Unser has died at the age of 87. Unser is one of 10 drivers to win the Indianapolis 500 three times, having crossed the famous bricks first in 1968, 1975 and 1981. From stock-car racing to open-wheelers (including a brief one-race foray into Formula One), sports cars and midgets, Unser's career was as varied as they come. In the year of his first Indy win he claimed the championship title, having finished third in the standings with two wins in 1967. In 1974 he added a second USAC win, having claimed runner-up at Indy, and the following year secured his second Brickyard win as well as IROC. In the late 1970s he and teammate Mears dominated the breakaway CART series for Penske. His third Indy win was controversial, he was deemed to have passed cars under caution. His 5 secs win was scrubbed out and Mario Andretti awarded the victory, only for a long appeal to eventually overturn the decision. Unser never raced at Indy again, where he remains in the top 10 of most laps led...

Quote of the month - The man who invented the wheel was an idiot, the man who invented the other three was a genius...



# HONDA REHAB – PART 4

## 2021: A RACE ODYSSEY

Anyone who thinks the fact that I'm completely mad is still interesting will remember the Legend and the Accord wagon. So what better final (maybe) step than an Odyssey? It would be completely fair to say it doesn't get much weirder than a people mover on a race track.

The Accord wagon was a blast. It gallantly powered me to the 2020 Winter Series RS top spot following four rounds of awesome fun. But it was time for something different during summer, both for a new challenge and also to not push my luck with the wagon...

I find a white luxury spec Odyssey in Wellington, sounds interesting enough. The owner offers to meet in Paraparaumu for a view so off we go. Turns out it was the night before there was a swaps deal because the car he was selling was difficult to move, so he swapped it for the Odyssey. But he didn't actually want the Odyssey. NZTA must have some crazy stuff go on in their registrations database as this particular vehicle changed owners twice in 24 hours! How often does that happen around the country I wonder? It was a Feilding car 24 hours ago, so in a way it kind of returned home...

As the next iteration of goon motorsport starts taking shape I decide to jettison some weight in an attempt to compete with the 'normal' cars in the RS Cup. At this point in time no one else has committed to any people mover stupidity so out goes the furniture and some plastics and a rather large amount of sound proofing. We stash all that so it can become a corporate level Uber later on (if it survives, but it's a Honda, so it most certainly will). A full 280kgs removed we're down to 1500kgs! Yep still that much after the weight reduction. Far out. Brakes, sacked shocks and the well-used semi slick Yokohama tyres back on the third car in a row now. And.... send it!

Mitre10 MEGA Summer Series R1							
RS Cup				Manfeild 3.030 km			
Race 17 Handicap				6/12/2020 02:25 pm			
Race (6 Laps) started at 14:04:52							
Pos	No.	Name	Class	Laps	Diff	Total Tm	Best Tm
1	95	Bryce Hogg	FAE RS Cup	6		10:12.867	1:37.526
2	07	Gareith Stanley	FAE RS Cup	6		10:12.867	1:33.428

First round is a proper laugh, I'm not really competitive with a couple seconds off the front, but it's plenty of fun anyway. Three other people movers turn up, in varying states of reliability and speed, and most manage to finish the day! During the final handicap race of the round, on the last lap something completely unheard of happens. Bryce Hogg in his earlier version riced out Ody and I are caught up on turn 7 of the final lap. Some more door handle to door handle cornering and we exit that final turn to cross the finish line in a dead-heat, that's a photo finish to 1000<sup>th</sup> of a second! So close the system can't figure out who won so it's a share of the chocolate fish torn in half (we'll have to get the MCC to up the prize budget to spring for a second one!).

At the prize giving just been the renowned Greg Browne from GT Oil decides that a special trophy is required to formalise the crazy people mover exploits. It's a fabulous bit of bespoke engineering I must say!



So at the end of the Mitre 10 Mega summer series once again a large amount of smiles have been had. If you're keen to join in just have a chat to some of our club regulars, there is plenty of advice and help waiting.

I'm now fairly sure that no matter what size or style of vehicle you want to hoon around in, you're going to have some fun at the Manawatu Car Club summer or winter series rounds.

And after all, isn't that what club motor racing is about in the end?





# **SPEEDSPORT SCHOLARSHIP TURNS 22**



*Entries are now open for the 22<sup>nd</sup> time*

*This year's Evaluation Weekend will be held May 15/16<sup>th</sup> 2021*

*Entry forms can be found at [www.speedsportscholarship.co.nz](http://www.speedsportscholarship.co.nz)*

*This year we will be accepting 15 entrants, so be quick*

*The Speedsport Scholarship is New Zealand's most successful Scholarship program  
having started the careers of many of our most prominent International drivers.*

*The Program is unique in that once your entry has been accepted you will get to show  
your skills in front of the judges, no pre selection elimination process.*

*We will not be accepting any International entrants this year.*

*Entries Close May 7<sup>th</sup> 2021.*

*Sabre Motorsport is available for those that want to partake in pre training*

*Just give us a call @ 021 2165815, but be quick*

MITRE 10  
MEGA

MITRE 10 MEGA  
Summer Series  
THREE-ROUND CLUB RACE SERIES AT MANFEILD

FREE SPECTATOR ADMISSION

Round 1  
5-6th December 2020  
Featuring NZ Superkarts and 2K Cup

Round 2  
23-24th January 2021  
Featuring TCR NZ/Super Production Championship and NZ Six

Round 3  
11th April 2021  
Featuring Russell's Relay Race

Prizegiving  
17th April 2021

Photo: Geoff Ridder

NATIONAL RACE CLASSES  
GT-A, GT-B and IB Cup

CLUBMANS CLASSES  
RS Cup and SF Cup

ORGANISER  
Jeff Braid, Secretary  
Manawatu Car Club Inc.  
027 477 9397  
info@manawatucarclub.org.nz  
www.manawatucarclub.org.nz

Manawatu Car Club

All entries online via [www.manawatucarclub.org.nz](http://www.manawatucarclub.org.nz)

# MITRE 10 MEGA SUMMER SERIES ROUND 3 REPORT

A wet Saturday, overnight rain and Sunday dawned with blue sky and ready to go racing. The damp track dried quickly, the wind dropped to virtually zero and the temperature high was in the low 20s. As the afternoon progressed clouds in various shades of grey appeared but kept moving, the final checker was waved at 1500 hours (3pm) and the Mitre 10 Mega Summer Series was over for another year.

The overall entry number dropped to fifty-four, a more positive note was the number of new faces and cars on the grids. The meeting began with a 15 minute 'test and tune' session for each class, interestingly a number of drivers bypassed this opportunity for some additional wheel time.

The GT Cup opened each round of races, the seven cars being the least of the series. David Thomsen topped the qualifying times by 1.38 from Paul Dewar with Peter Beauchamp 1.01 behind and 3/10ths ahead of Jamie Potts, there was another 1.8 seconds to Markku Braid and a similar gap to Chris Huska, the six cars covered by 5.066, the session didn't end well for Dewar in his NASCAR Chev Impala SS, he was minus 50 championship points for exceeding the GT-B breakout time by 0.042!

In the Scratch race Thomsen was a DNS, Dewar was slow out of the blocks and dropped three places before Turn 1, Potts taking the lead from Beauchamp, Huszka, Dewar, Sam Bleakley who missed qualifying, and Braid. On lap 2 Dewar and Bleakley powered their way past Huszka, but the race was over for two drivers on the next lap. Dewar had a run at Beauchamp on the entry to Turn 7, there was a high-speed touch and both cars left the track, Beauchamp's Subaru hitting the tyre barrier side-on. Potts was leading Huszka by 4.8 seconds before a Safety Car intervention, the field continuing to circulate until the officials called it after five laps. Potts received a 10 second penalty for a GT-B breakout on Lap 3, handing the win to Huszka followed by Bleakley and Braid with Potts completing the finishers.

The Reverse Double Grid saw the field reduced to five, which quickly became four after Thomsen's race ended when he slowed halfway through the first lap, starting from Row 2 Potts assumed command chased



Emzavara



by Bleakley with Huszka and Braid locked in their own battle. With the gap only 3/10ths of a second Bleakley slowed on the back straight and it was game over with Potts comfortably winning by 4.9 from Huszka who was half a second ahead of Braid who had boldly attempted outside overtakes through both the esses and hairpin.

The Handicap looked like it could be a farce with only three starters but it proved to be the most enthralling race of the day. Braid had a five second start over Huszka with another ten seconds back to Potts. Huszka's car was off the pace throughout the six laps, his regular 1.17 laps becoming 1.23s, so all eyes were on the time gap between Braid and Potts. At the end of lap 1 it was down to 9.7, then 8.5, 7.2, 4.6 and 2.15 as the pair went into the final lap. Braid was wringing everything out of his Toyota Trueno, on the back straight the power of Pott's V8 engine brought the two cars side-by-side going into the final sweeper with Braid having the inside line, there was a touch, the Toyota stopped momentarily but made it home with Potts winning margin 9½ seconds after what was looking like a photo-finish, Huszka crossing the line more than half a minute behind a disappointed Braid. It was fascinating to watch with the handicapping right on the mark.

The SF Cup maintained its record of having the biggest fields in the series, twenty-three cars making it grids of 22, 24 and 23 over the three rounds. During qualifying it became obvious the break-out time of 1.25 was going to take a quite a hammering, Oliver Stewart was quickest with a 1.22.819 best lap, 1.35 seconds ahead of Bruce Stewart with another half second to Jack Cleland, the first 'legal' lap was the 1.25.029 of Darryl Hunter. Looking at the time sheet suggested that the racing could be very close with 7.062 covering the entire field.

It was a BMW / Alfa Romeo front row for the Scratch race, the order was the same over the opening laps with the Stewarts leading the way, son Oliver ahead of Bruce, followed by Cleland, Sean Rowles, Matt Smith, Lance Prouse, Hunter and Liam How. On lap 3 Rowles went straight ahead at the hairpin but avoided hitting anything, his race over, further back Hunter got ahead of Prouse. On lap 5 there was some paint swapping involving the MX5's of Trevor Weir and Scott Wild, the former became a DNF with Rowles and Hillary Ashworth also retiring on the same lap, Wild finished a lap down. Up front the order didn't change as they crossed the line with the winning margin 7.4 seconds but only 6/10ths between second and third, but thirteen breakout laps painted a different picture. Darryl Hunter became the winner by a 1.31 from Prouse followed by How, Trent Smith, Ashley Lucas and Samantha Stanley, all within 6½ seconds of the winner. In the official results Bruce Stewart was 14th, Jack Cleland 15th, Matt Smith 16th and Oliver Stewart 19th, 1.05.211 behind Hunter's Ford Falcon.

The double-space Reverse Grid had Rowles alone on the front row with MX5 scrappers Weir and Wild behind him, row 3 comprised Tammie Boyden and Cameron Antrobus, followed by Richard Bosselman and Kane Anderson, down the back were Cleland / Bruce Stewart with Oliver Stewart at the back on row 23.



Rowles led throughout the six laps, initially from Weir, Wild and Anderson, by lap 3 his lead was out to 4 seconds over Tessa Field who had started P12, Weir, Anderson, Lucas and Stanley, next time round Lucas was 3rd with Stanley close behind, back marker Oliver Stewart was up the fifth followed by Weir and Bruce Stewart, going into the final lap the lead was 4.8 seconds over Lucas, Oliver Stewart, Field, Bruce Stewart and Stanley, there were no changes over the final 3 kilometres but post-race breakout penalties would again come into play with Cleland and Bruce Stewart both going sub-1.25 once, Lucas and Oliver Stewart three times. So Rowles won by 5.8 seconds over Field with the same gap to Stanley, then Matt Smith, Trent Smith and How who edged Tony Stewart by 0.172. Cleland was the highest placed 'offender' in 11th place, one spot ahead of Bruce Stewart.

In a race where the back markers had a lot of work to do to get near the front, surprisingly the number of breakouts dropped from thirteen to eight, what would the Handicap bring? Tammie Boyden was first to be flagged away, 10 seconds ahead of Antrobus with a group of seven cars another 5 second back. At the rear of the grid Lucas gave Boyden a 45 second start, Oliver Stewart gave 50 seconds. Lucas retired during the first lap, the race proving to be a flag-to-flag for Tammie Boyden, it was the same for second placegetter Kane Anderson who quickly moved into the spot after starting 15 seconds down. Wessam Bassada was having his best race of the day duelling with Antrobus, Spencer Morris, Stanley, How and Trent Smith. When the final lap began Bruce Stewart was 14.2 seconds behind the leader, Bassada dropped away and there was some shuffling before Boyden took the checker 1½ seconds ahead of Anderson with three seconds back to Morris, a gap to Antrobus, How, Trent Smith and Bruce Stewart, 10.1 down on the winner. How (1), Matt Smith (1), Bruce Stewart (2) and Oliver Stewart (5) had incurred time penalties which made the official finishing order Boyden, Anderson, Morris, Antrobus, Trent Smith and Stanley. Jack Cleland kept his nose clean this time to place P12, the Stewarts were P20 and P21, Oliver's penalties putting him nearly two minutes behind the winner.

From the day high 23 cars in the RS Cup, there was a drop to a field of fifteen in the IB Cup, a welcome returnee being Geoff Spencer in the Coresteel V8 Holden Ute. Qualifying ended with seven seconds covering first to last, Thomas Stewart was at the top of the sheet with a 1.18.008 lap, 2.2 seconds quicker than Hamish Paterson. Donald McIntyre, Geoff Boyden, Gerald Watson and Nathan Stewart were covered by 0.448, followed by Geoff Spencer, Nick Stewart, Sean Browne, Ben Boyden and Ian Humphrey covered by 0.411. Very tight, especially with the pole sitter nearly two seconds under the breakout time of 1.20.

The Scratch race saw Thomas Stewart scoot away from the field, it would later come at a cost. Watson's normal rocket inside line start was thwarted by cars not moving left quickly enough! Behind Stewart, Paterson and Geoff Boyden were locking horns with Nathan Spencer and Geoff Spencer in close attendance, Nick Stewart and McIntyre were also in the frame. Humphrey became a DNF after two laps, while there was little change in the running order at the halfway mark. It livened up on lap 4 with Geoff Boyden taking second off Paterson, further back McIntyre passed Nick Stewart and Browne shuffled past





Ben Boyden. Thomas Stewart took the flag 6.4 seconds ahead of Geoff Boyden but breakout penalties dropped the 'winner' to 13th, the Castrol BMW claiming maximum points 4.84 clear of Nathan Spencer with 4.1 to Paterson who was followed over the line by Geoff Spencer, McIntyre and Nick Stewart who held out Watson by 0.76. Officially Thomas Stewart was 1.22.688 behind the winner.

An addition to the field for the Reverse Grid was Andrew Manderson who had missed the qualifying session, he was on Row 3 of the grid alongside Sean Browne. Kolin Yannakis was a DNS leaving Humphrey on his own at the front with Graham Moody and Matthew Elliot sharing Row 2, Watson started from pit lane. The race had four different race leaders in the first five laps when the field crossed the line, initially the order was Humphrey by 1.2 seconds from Browne, Elliott, Moody, Manderson and Ben Boyden, lap 2 saw Browne leapfrog Humphrey for the lead while Manderson moved up two places to third before hitting the front on lap 3, behind Browne were Paterson, Thomas Stewart, Humphrey and Nick Stewart. Next time round Thomas Stewart was leading the pack that was headed by Paterson then Manderson, Browne, Humphrey and Geoff Boyden, with a lap to run there was 3.6 seconds between 1st and 2nd. Manderson held third while behind him Geoff Boyden took a place off Browne, Nick Stewart was holding Geoff Spencer and McIntyre at bay. Paterson had picked up 10 seconds penalty time on lap 3, Thomas Stewart infringed another three times which dropped him down to P13. So Manderson picked up a 2.48 second win over Geoff Boyden with a 1½ second gap to Browne, Nick Stewart, Geoff Spencer and McIntyre completing the first six finishers, Paterson's indiscretion resulted in P8. Eight cars covered by less than 10 seconds boded well for the Handicap.

Twenty-five seconds covered the starting grid for the Handicap race, Moody and Elliott were first away, five seconds ahead of Humphrey, Ben Boyden and Browne, at the rear was Thomas Stewart who was giving 10 seconds to Paterson and Geoff Boyden. Over the years Graham Moody has become something of a Handicap 'specialist' and he added another victory with the chasers unable to get close enough to pressure him, Elliott and Browne led the pursuit in the early laps, followed by Ben Boyden and Humphrey. Geoff Spencer led the next group that included McIntyre and Nick Stewart. At half distance Moody led Browne by six seconds with Elliott 0.078 back in 3rd, Ben Boyden and Humphrey were keeping in touch, on the next lap Ben Boyden jumped to third, Thomas Stewart was now up to 8th and 10 seconds behind the leader, with a lap to run he was third with the gap down to 6 seconds but it was Moody who was first home in the mad rush to the line, holding out Stewart and the tight group of Browne, Ben Boyden and Nathan Spencer, but Thomas Stewart's charge from last saw him break out on five of the six laps, officially P14 and 2.30.299 behind the Moody BMW. On the official result sheet Moody won by 5.2 seconds over the fast-finishing McIntyre with 0.506 to Browne and a similar gap to Ben Boyden, next were Nathan Spencer, Humphrey, Paterson and Nick Stewart, the eight cars covered by 9.6 seconds. After the 6 laps all the cars were on the front straight when the checker fell, brilliant handicapping.



The RS Cup drew a field of nine, it's smallest of the 2020/21 Mitre 10 Mega Summer Series, it was obvious from the qualifying times that the racing could be very close with the fastest seven drivers within 6½ seconds of each other. Newcomer Connie Carter was quickest with a best 1.28.723 which was well inside the 1.30 breakout time and an indicator of what was to come. Dave Burroughs was 1.86 slower and a full second faster than the ever-improving Rodney Penn, next the evergreen Ernie Greenwell, Dion Walker and Alice Staddon who was only 5.10 off the pace. Greg Browne in his newly acquired Honda Odyssey SUV was 6.4 away from the pole time, David Penfold ran a best 1.38.816, six seconds clear of newbie Mark Donaldson who completed the grid.

When the red lights went out in the Scratch race Penn made a great start and picked up two positions before the field exited Turn 1, Carter was showing a clean pair of heels and was never in danger of being challenged. Burroughs overtook Penn on the opening lap to be second, behind the Altezza the order was Greenwell, Staddon, Walker and Browne. By the end of lap 3 the lead had extended to 6½ seconds, further back Greenwell was now ahead of Penn, Carter was drawing away by more than a second a lap and the race ran out with no changes in the order - Carter, Burroughs, Greenwell, Penn, Staddon, Walker and Browne. The first two finishers had each broken out four times, so Greenwell became the victor by 0.499 over Penn with an 8½ second gap to Staddon in third, well ahead of Walker and Browne. Burrough's time penalties dropped him to 6th ahead of Penfold, Carter was 8th and 63 seconds behind the winner with rookie Donaldson trailing the field home.



In the Reverse Grid Donaldson and Penfold again shared the front row, going through the infield Browne executed a perfect outside pass on Penfold, the opening lap ending three wide approaching the line with Burroughs in front after starting from Row 4, Penn and Browne were close behind followed by Penfold, Greenwell and Carter. Greenwell went ahead of Browne on lap 2 to be third, the next lap he overtook Penn for second, there was a seven second gap back to Staddon who was 8/10ths ahead of Carter, then Walker and Browne who had lost four places. Lap 4 the lead was out to 5.4 seconds and Carter was 4th, it was the same order going into the final lap where Carter passed Penn, Burroughs taking the flag well ahead of Greenwell, Carter, Penn and Staddon. Again, both Burroughs and Carter had breakouts which handed the win to the wily Greenwell by 0.849 from Penn, twelve seconds back was Staddon in third followed by



Walker, Browne and Penfold. With the penalties Burroughs was officially P7 and 0.045 ahead of Carter, 70 seconds behind Greenwell.

The Handicap 6 lapper saw Donaldson getting more than a minute start over the Carter BMW 325 and the newbie enjoyed four laps at the front of the field with Penfold the chaser after giving away a 10 second start. Staddon held third at half distance, behind her MX5 were Penn, Greenwell and Browne, Carter was 34 seconds off the lead and a lady on a mission, pulling back another seven seconds on the next lap. Donaldson's lead had eroded to 2½ seconds before Penfold made his move on lap 5, behind Donaldson were Greenwell, Penn, Burroughs and Carter, it all led to great final lap with Penfold and his Peugeot seeking a maiden victory. Carter quickly disposed of two of the cars in front and the gap to the leaders rapidly diminished. Greenwell had the Peugeot in his sights as Carter lined them both up exiting the final corner, she got one but it was bridge too far, Penfold was still 0.148 ahead at the line, Burroughs and Greenwell were very close behind, followed Staddon, Donaldson and Browne. But Burroughs had broken out twice and Carter four times, again bringing a change to the official result. David Penfold got that elusive win by a margin of 0.884 over Greenwell with 1½ seconds to Penn in third place, Staddon and Donaldson were next, all within 7.2 seconds of the winner, then Browne and Walker. Burroughs was P8 at plus 30.307 and Carter P9 at plus 70.148 seconds, take out their respective 30 and 70 second penalties shows how close the on-track finish was, more brilliant handicapping.



What a way to end the day, and another successful Mitre 10 Mega Summer Series .....

RH



# RUSSELL'S NOTES

The number of cars in the GT Cup category was most disappointing, the original seven was reduced to five in the first race following a Turn 7 'coming together' - the NASCAR Chev Impala SS showed evidence of front-end damage but Paul Dewar was able to drive back to the pits, Peter Beauchamp wasn't so fortunate with the Suby WRX showing signs of contact with the tyre wall on the left-hand side and damage to the rear wheel rim, for both drivers it was trailer time. Some cars had reliability issues during the day and the final race had three cars running at end, however the GT Cuppers showed that racing can be exciting with just two cars, both desperate to win.



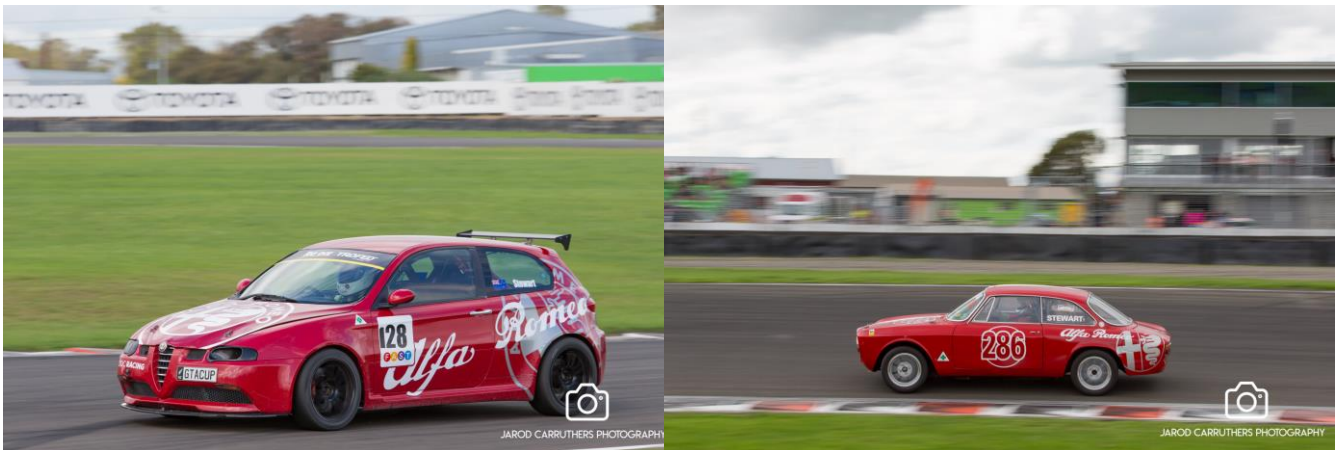
The number of class time breakouts reached what must be a record high, only a handful of drivers were involved but most were repeat offenders so their names are generally towards, or at, the bottom of their respective results sheets. There was a total of sixty-four breakouts, the SF Cup races had 26, RS Cup 25 and IB Cup 13. The need for speed ruled on the day.

The sporty 1.6 litre Toyota Sprinter Trueno was produced between 1984 and 1987, however Markku Braid's example has been repowered with a much younger 2.0 litre Altezza engine sourced from a wrecker's yard, other than oil and filter changes it remains in 'as is where is' condition, only the original inlet and exhaust systems were replaced in the search for efficiency and horsepower, the tacho needle reads 8,000 all day! In the GT Cup Handicap Markku was determined to finish the race and collect valuable series points following the last corner incident. The front bumper of the Trueno was dragging on the ground, so the final couple of hundred metres was covered with the car looking like a bulldozer, fortunately it didn't break away and go under the car, there was enough damage as it was.





Feilding's Clan Stewart were out in force on a day that had a father and two sons racing, something that could be unique in the club's history. Bruce Stewart is a well-known 'Alfista' and for many years has raced his stunning classic 1974 Alfa Romeo GTV 2000, for the weekend he took a couple more toys out of the shed for his sons to race, Oliver joined him in the SF Cup while Thomas contested the IB Cup. Oliver must have been chomping on the bit, when he was let off the leash there was no holding him back. Quickest in qualifying before being first over the line in the Scratch race and third home in the Reverse Grid, his handicap was too much to overcome in the final race. There was also the little matter of thirteen breakout laps, Oliver was definitely off the leash! There were also two other Stewarts out on the track, Tony in the SF Cup and Nick who raced in the IB Cup. Five racing Stewarts brought something special to the day - will ye nae come back again.



David Penfold is as keen as they come and epitomises everything that's good about club racing. He drives his Peugeot to Manfeild Circuit Chris Amon from Wanganui, removes what's necessary to convert it into his race car, changes into his race gear, three races, then reverses the arrival process before driving back home to the River City. It's how racing was in the good ol' days.

In earlier rounds SUV's brought an interesting new look to the RS Cup class, this time there was a blast from the past when Geoff Spencer wheeled out his once familiar #22 Coresteel V8 Holden Ute to contest the IB Cup races. The NZV8 Ute veteran with the nickname 'S.O.S' would have been very happy to go home with no mirrors missing and no panel damage, quite a change from the ute racing days, no need to call for help.



Greg Browne went to the 'other side' in the RS Cup and was racing a Honda, not a Civic, not an Integra, but a gold Odyssey MPV. There was a lot of talk about the music that was blaring out from the audio system, music is personal taste. Greg upped the MPV game as his 'Ody' has the 3.0 litre V6 engine, the Hogg and

Stanley vehicles are 2.3 litre four lungers. There's more than cubic inches involved, there's also 35 more kW's which is 40 more horsepower to play with. Advantage Browne.

Great to see Rod McCardle enjoying a day away from the scrutineering shed by lining up on the SF Cup grid at his very first race meeting. The story goes that he acquired the Toyota Altezza from the South Island at a price that he couldn't refuse. Qualifying was the first real test of man and machine, P13 with 1.26.446, followed by fastest race laps of 1.26.152, 1.26.374 and 1.27.941, the latter in the hurly burly of a handicap race. So will there be less time in the scrutineering shed and more time out on the track in the # 58 car? Not a bad score card for his first meeting either, 11, 16, 16 in a 23 car field. ..



Behind the main building there were two very interesting cars sitting on trailers. One was Bryce Hogg's superb XD Ford Falcon that replicates the Federation Insurance/Unipart car that Allan Moffat and John Fitzpatrick shared in the 1980 Hardie-Ferodo 1000, the car was retired after 3 laps. The visually striking car was the last Ford Falcon that Moffat drove before switching his allegiance to Mazda and the Peter Stuyvesant RX-7, its public appearance is the culmination of a six-year project. The other car was an early Toyota Racing Series Tatuus FT40 open-wheeler of unknown origin, the trailer had markings of 'Thomsen' and the number '90', was the trailer on loan or could it be an indication of a future racing direction.





The meeting featured an impressive RS Cup debut by Connie Carter, the Mangaweka driver obviously knew that first across the finish line is what matters in motor racing, forget about things like the breakout penalties that can come with it. It started in qualifying with a 1.30.026 followed by a better 1.28.723, her fastest race lap was 1.28.037 which was 1.963 under the 1.30 class breakout, add to Connie's day a bucket of b/o penalties, SF Cup beckons. The Connie Carter/BMW 325 combination was definitely quick.



The handicappers did another brilliant job, the format they are using is working a treat which makes Jacky Braid, Malcom Glenn and Jamie Glenn very happy people. Lap 6 of all three Handicap races have become the most exciting of the day, both the drivers and spectators would be enjoying it too.

Russell's Relay Race at the end of the day was cancelled because of insufficient numbers, one and a half teams was well short of the six teams in the inaugural race two years ago. As a result Richie Arber, Gareth Stanley and Simon Munro remain the defending RRR champions for another year.

The result of the final race of the day and the emotion that went with it deserved something special. David Penfold and his trusty little Peugeot won the RS Cup Handicap by the narrowest of margins in a dramatic finish. There was no Tricolore flying, no podium to stand on the top step and no band to play La Marseillaise. A victory well deserved - une victoire méritée Monsieur Penfold.





## 2020/21 MITRE 10 MEGA SUMMER SERIES PRIZEGIVING/AWARDS

Six days after the final round the Prizegiving and Awards function was held in 'The Verdict' upstairs lounge that overlooks Palmerston North's Square.

With some drivers and marshals being involved with the Taupo meeting on the same day the number of people able to attend was down in numbers to just over 40, those attending enjoyed finger-food before the formal part of the afternoon began at 3.55. Following the welcome from Club President Richie Arber the following trophies were presented.

### **SF CUP**

1st Ernie Greenwell (623 pts), 2nd Rodney Penn (537), 3rd Alice Staddon (496)

### **G.O.A.T UBER RACING DRIVER AWARD**

Gareith Stanley

### **SF CUP**

1st Samantha Stanley (411 pts), 2nd Liam How (401), 3rd Trent Smith (400)

### **IB CUP**

1st Nick Stewart (463 pts), 2nd Nathan Spencer (438), 3rd Graham Moody (405)

### **GT CUP GT-A**

1st Sam Bleakley (284 pts), 2nd David Thomsen (217), 3rd Daniel Gordon (150)

### **GT CUP GT-B**

1st Markku Braid (517 pts), 2nd Chris Huska (439), 3rd Jamie Potts (388)

### **GT OVERALL CHAMPION**

Markku Braid (517 pts)

### **CHAMPION-OF-CHAMPIONS**

Ernie Greenwell (623 pts)

The Volunteer Awards followed :

### **ALWYN DAVIES MEMORIAL TROPHY - Rescue Marshal Award**

Thomas Bingley



#### **KIRK TROPHY - Helper's Award**

Jodez Jackson

#### **MIKE WEBSTER MEMORIAL TROPHY - Dedication and Performance in Flag Department**

Mark Spiers

#### **REX McINTYRE MEMORIAL CUP - Excellence in your sport - Manfeild Grid**

Not awarded this year

#### **V-FORCE ROOKIE OF THE YEAR**

Sam Fricklington

#### **ROSS TILSON MEMORIAL CUP - Long Service Award**

Russell Harris

Following the closing comments from Richie Arber people mixed 'n mingled while enjoying the different environment and more Verdict finger food.

Analysing the series results, the SF Cup was incredibly close with eleven points separating the three place getters and a single point between second and third, the outcome was decided on the result of the final race. The second closest result was the IB Cup where 25 points split first and second, last year the difference was 95 points, the other three categories had comfortable margins for the winners.

Congratulations to Ernie Greenwell and Nick Stewart for successfully defending their 2019/20 titles, and to the ever-consistent Mr Greenwell for claiming the coveted Champion of Champions Trophy. Both Sam Bleakley and Markku Braid overcame strong opposition in their respective GT categories with Markku winning the overall GT Cup, and the outstanding series by two of our female drivers must be acknowledged, Samantha Stanley was runner-up last year but consistent and calculated drives were rewarded with the top step of the SF Cup podium this time, Alice Staddon finished third in the RS Cup classes, an exceptional effort in her first full season.

Mention must be made of the G.O.A.T UBER Racing Driver Award that was presented to Gareith Stanley, the creative trophy design was the work of Greg Browne and recognised the top points scorer amongst the MPV's that joined the RS Cup field for the series, they added much to the spectacle and provided the world's first official dead heat in an electronically timed motor race.

Special thanks to Jill Hogg, Kay Flannagan and their team for a job well done and going the extra mile to ensure the awards function maintained the expected high MCC standard, also to Carole and the staff of 'The Verdict' for providing such fine cuisine.

It was an appropriately relaxed finale to another successful Mitre 10 Mega Summer Series.

RH

# THROWING STONES...



“Maartha, what’s that humming sound?” “I don’t know, it’s probably just a bee Baabaara”. “No, it’s getting louder and it’s not the 4-wheeler ‘cause I can’t hear those damn dogs”. “Aww I don’t know you silly old ewe. Are you going to eat that nice looking clover or not?”. “No, I’m good, but it’s definitely getting louder”. “Are you sure it’s not Baarry singing you a love song?”. “No, it’s, it’s .... faaaark, what was THAT??”

Pararorangi Road Rallysprint, actually a gravel hillclimb in disguise, climbs a dead end, Waituna West road for some 4.8 kms with an elevation change of some 200 metres. Plenty of interesting corners and a real mix so that the 4WD tractors don’t have it all their own way. A nice fine day greeted the 33 teams who quickly filled the pit area, including the one who head butted the concrete trough situated in the middle of the 5 acres ( !! ), creating an impromptu water feature and the first bit of excitement for the competitors ( thanks Pete for fixing that for me ). A minor glitch to begin with when Andrew in the recovery Land Cruiser muddled his Saturday and Sunday up, so a slight reshuffling of personnel to make it all work with Greg doubling up as last car up and course clearance vehicle on the way down. Phew. So, a little late, off we go on the convoy run, the first time most had seen the hill in person, though Peter had put up an excellent video of it for competitors to study in addition to the MCC one done some years ago. Some frantic note making was observed by the halfway point crew.

Splitting the entry into 2 seeded groups helped to make it a bit quicker for competitors with less waiting at the top and the untimed practice run (though of course unbeknown to the competitors we did time it to test our systems and ensure everything was working) gave an indication of the intense battle to follow.

With the coffee cart busy dispensing caffeine fixes, the Waituna West School providing awesome eats, including a fantastic array of home baking, the water feature slowly drying out and the sheep cleared away from the road the only problem for the 3 timed runs was the spectators and photographers being covered in a lovely layer of powdery dust. Add in Greg’s incredible Honda that just kept going up and down, up and down taking people for rides long after his official runs were done. Thanks mate, it was such good PR for the Club and the sport.

The fact that the top 3 were within 0.2 of a second is simply amazing, and the in-class battles were in many cases just as close.

PARORARANGI ROAD CREW 1914



I owe the helpers a huge thank you for making it possible on the day and to the competitors themselves for their support, patience and understanding. I went back after prizegiving to pick up the Portaloo (and apologies for running out of loo paper, I thought 3 rolls would be plenty) and there was no rubbish left behind at all. Great work people.



This event formed Round 2 of the Central Region Sprint Series, the best gravel sprint series in the country by far. If you are at all interested in throwing stones at the countryside and want to know more please call me or get in touch with Peter through the website [www.crss.co.nz](http://www.crss.co.nz) TW







# UNDERSTANDING THE '500'

America calls it the 'World's Greatest Motor Race', the claim might be bold but it's hard to argue against. The Indy 500 is built on tradition, if it isn't the world's greatest race it's certainly the world's greatest motor race spectacle that dates back to 1911. It's a four-week long experience that fans know as the 'Month of May', beginning with the first practice session on 1st May and culminating with the '500' that's traditionally scheduled for Memorial Day, 30th May, subject to the weather and last year to COVID-19 when the race was postponed to August.

This year New Zealand expects to have two drivers on the grid for the first time in 48 years, Scott Dixon seeking a second win and Scott McLaughlin seeking his first on debut, interest here will be unprecedented. The crowd number will be limited to 25% capacity with no infield general admission, despite the severe cutback the thirty-three starters will still race in front of close to 100,000 fans

But what makes the Indianapolis 500 what it is?

There are so many elements that make the race and the experience what it is, America invented razzmatazz and know better than most how to create a spectacle, the '500' is one of their showpieces to the world.

May 1st is Opening Day when the track opens at 11am or noon, fan interest is big while in the garages teams are preparing for practice. There's a great deal of activity with 'first driver on the track' and 'first driver to complete a practice lap' keeping the fans guessing. Traditionally the track closure is 6pm each day.



In the following days there are Rookie Orientations that require first year drivers to go through multiple phases increasing their speed under observation, there are Refresher Tests that involve the final two phases of the Rookie Orientation and a separate Veteran Driver session. There's also the ceremonial handing over the keys to the Pace Car from the manufacturer to the Indianapolis Motor Speedway officials. The final practice sessions take place on Fast Friday, the last day before qualifying.

Other than race day, Pole Day is the biggest day of the month, though since 2014 it has been a two day format. It's when the crucial time trials start and it's known as 'The Fastest Day in Motorsports' with the top qualifier securing the coveted pole position.

Bump Day is the final day of qualifying when the starting field is set, non-qualifiers have a last chance to 'bump' the driver with the slowest speed to take their place on the 33-car grid. Since 1972 there's been a Last Row Party for charity, the three drivers are honoured and receive a special jacket together with IMS cheques for 31, 32 and 33 cents respectively.





Carb Day is the final practice before the race, carburettors are long gone but the day's name remains to allow final tuning of the cars, it also brings the first of the many concerts that feature leading artists.

The day prior to the race is the ceremonial Public Driver's Meeting and Legends Day, the 33 drivers receive their 'Starting Ring' while the legends take the opportunity to do laps in their winning car. In downtown Indianapolis the pre-race festivities end with '500 Festival Day', it has one of the country's largest parade of floats led by the Festival Queen, it's a day that can attract half a million people.

On Race Day an aerial bomb explodes at 6am to signal that the gates are open, two hours later there's a parade of bands to entertain the vast number of spectators already seated. During the morning the celebrity starter is flown in by helicopter to deliver the green flag. Two hours before the 2.30 race start time the activities step up with a parade led by the 500 Festival Queen and her court of Festival Princesses, there's another that includes previous winners, celebrities and VIPs riding in convertible cars, since 1991 there has been years with a special military appreciation lap involving personnel who have returned from active overseas service.



For the past five years there's been the 'March to the Bricks' when the Borg-Warner Trophy is paraded through the infield and placed at the start/finish line. The drivers are introduced from last to first on the grid before taking part in their parade lap.

The Purdue University Band plays Indiana's official song 'On the Banks of the Wabash' as crews wheel the cars out onto the grid, with the cars assembled the key pre-race ceremonies begin with the Invocation that was introduced in 1974 and is read by a high-ranking minister of the church, followed by 'Taps' which is a military ceremony that dates back to the American Civil War. At the 500 it's in remembrance of Memorial Day with the following preamble. "On this Memorial Day weekend, we pause in a moment of silence, to pay homage to the individuals who have given their lives - unselfishly and unafraid - so that we may witness as free men and women, the world's greatest sporting event. We also pay homage to those individuals who have given their lives - unselfishly and without fear - to make racing the world's most spectacular spectator sport". Taps ends with a trumpet solo as one or more military aircraft fly over, if in a group the aircraft are in the 'missing man' formation.

There's the singing of the National Anthem 'Star Spangled Banner', the Grand Marshal calls "Drivers to your cars" which is followed by the singing of 'Back Home Again in Indiana' and the mass release of red, white and blue balloons from the infield, then finally the words that everyone has been waiting all day to hear -

“Drivers, start your engines”. The chosen celebrity starter/s flag the field away behind the pace car, their job done.

At the conclusion of the race the winner drives directly down Victory Lane to park on the giant checker, they are presented with the Borg-Warner Trophy and the laurel that includes 33 lilacs representing each driver in the field, they drink the traditional bottle of milk (or take a sip and pour it over themselves), finally there’s the opportunity to ‘kiss the yard of brick’ before the myriad of track and media interviews.



The 500 Victory Party takes place that night where the prizes are distributed and the various awards presented, the winning driver gets the biggest cheque and the keys to the pace car or a replica, a tradition that began in 1936.

The following morning there’s a special photo shoot on the start/finish line with the driver, his crew and car. At that time, since 1976, a special quilt has been presented to the winner - the fabled 500 festival is over for another year..

The event is steeped in history ..... When the track opened in 1909 the surface comprised crushed stone and tar, it was deemed unsafe and dangerous following multiple crashes. In the same year the track was paved with 3.2 million bricks in little more than two months, hand laid on sand with the gaps filled with mortar. Beginning in 1930 some sections were paved over with asphalt, by the late 1950s only the main





straight was bricks, but following the 1961 race the entire track was asphalt paved except the one yard at the start/finish line. The entire 2½ mile track is regularly repaved with the bricks being raised to a level height.

The inaugural 500 in 1911 was unique in several respects. There was no qualifying and the grid was set in the order of filing the official entry form. Forty entries were received and the grid from rows 2 to 8 comprised five cars, there were four cars on the front row, the fifth being the Stoddard-Dayton pace car that was on the inside, while the back row had a single car. In following years the grid was reduced to four wide, then in 1919 there was a AAA mandate of one car for every 400 feet (120 metres) of track length, that equated to 33 cars and the grid was formed of eleven rows of three, as it is today..



The Borg-Warner Trophy was first presented to Louis Meyer, the winner of the 24th 500 in 1936. Crafted in sterling silver and standing 1.64 metres high, the trophy weighs 69 kilograms and has each winner shown in a bas relief sculpture, in 2003 a new base was added with five rows of twelve spaces, Scott Dixon's name is on this base. The trophy is displayed at the trackside for the Month of May. Insured for \$1.3 million, traditionally the B-W is permanently housed at the IMS with the winners receiving an 18 inch high miniature that's known as a 'Baby Borg, there was an exception when Takuma Sato won in 2007 and 'The Borg' travelled to Japan to accompany him on a victory tour of his homeland.

The iconic starting command is believed to go back to before WWII though its origins are unknown. At that time, it was common for an aerial bomb to signal crews to start the engines, the first documentation was in 1950 when the words "Gentlemen, start your motors" accompanied the bomb explosion. In the early 50's the word 'motor' was changed to 'engines' after Chief Steward Harlen Fangler told officials "there are no motors in this race, only engines". From 1995 to 2019 the starting command was given by a member of the Hulman-George family who owned the track, last year Roger Penske purchased the IMS and spoke the famous words. "Gentlemen, start your engines" created controversy when Janet Guthrie qualified for the 1977 race, some officials didn't want it altered. To solve the predicament, they decided that engines had to be started by a male crew member using the hand-held electric starter, Guthrie and her crew weren't happy and they nominated Kay Bignotti, the wife of famous

crew chief George Bignotti, to start the car. In the end common sense prevailed and Tony Hulman acknowledged the historic moment with the words "In company with the first lady ever to qualify at Indianapolis, gentlemen start your engines". Guthrie qualified for the following two 500's with "Lady and gentlemen, start your engines" being the command.

The prizemoney is not a given figure as there are a number of variables. The pool is made up of monies from the IMS, IndyCar Series, sponsors and organisers while the variables include the number of lap led and fastest laps, the winner receiving the largest share of the purse. Last year there was to be a record \$15 million in prize money, but because of the special circumstances caused the COVID-19 pandemic the amount was cut by 50% to \$7.5 million, the lowest prize pool since the early 1990s. The spectator numbers were first cut to half capacity, then to a quarter, before the race was run without fans in attendance, those lost ticket sales took \$20 million from the track earnings.

To get an idea of how much the winner receives, Simon Pagenaud won the 2019 race and received a cheque for \$2.67 million from the \$13 million prizemoney, plus the Chevrolet Corvette C7 pace car. Alexander Rossi received \$759,179 for finishing second (-0.20 sec) and third placed Takuma Sato (-0.34 sec) received \$540,454. To illustrate how the 'variables' play a big part in the size of the pay cheque, 16th place finisher Pippa Mann received \$200,305, Scott Dixon was one place behind Mann and collected \$359,204. Winning is definitely the name of the game when you talk money.

The biggest winner's cheque is \$3,048,005, presented to H lio Castroneves after the 2009 race, he won the 500 on two more occasions and his total IndyCar winnings are more than \$12.6 million. In 1911 Indiana driver Ray Haroun come out of retirement and won the inaugural race, earning himself \$14,250 which was more than half of the \$27,550 prize pool. Haroun drove a Marmon Wasp and dispensed with a riding mechanic after fitting a controversial rear vision mirror, he took the cheque and immediately retired for a second time.

In the early years it was a requirement for drivers to complete the full 500 miles to receive prize money. In the 1912 race Ralph Mulford crossed the finish line in 10th place after nearly nine hours, 2½ hours behind the winner. In 1975 the ruling was amended so that the lap of the winner is the final lap for all the drivers, changing tradition at the Brickyard takes time.

There is a large variety of food available at the various and varied concessions around the track, however the traditional food of choice of the Indianapolis Motor Speedway is a pork tenderloin sandwich.

The tradition of 'Kissing the Bricks' started in 1996 after Dale Jarratt won the Brickyard 400 NASCAR race, the first IndyCar driver to continue the tradition was Gil de Ferran after he won the 2003 race.



Over the years the Indy superstitions have been # 13, green cars and peanuts. Back in the 1940s it was regarded as bad luck to eat peanuts at the track, legend has it that a crashed car was found with peanut shells in the cockpit. The superstition was kept alive until 2009 when peanuts were first sold by trackside concessions. Green is considered an unlucky colour in many forms of motorsport, but it has been the winning colour on two occasions in the 500. The first was in 1920 when Gaston Chevrolet took the flag in his Frontenac, 45 years later the Lotus Ford of Jim Clark was first over the line.



The song 'Back Home Again in Indiana' was composed in 1917 and played at the 1919 race. Five student musicians and their director from Purdue University went to the speedway, taking their instruments so they could watch for free if they played before the race. As Indiana born Howdy Wilcox and his riding mechanic Leo Banks covered the final laps to victory in their Peugeot the band played the song and many of the 120,000 crowd sang, starting a tradition. Wilcox was the last winner to use Goodyear tyres until A J Foyt won in 1967.

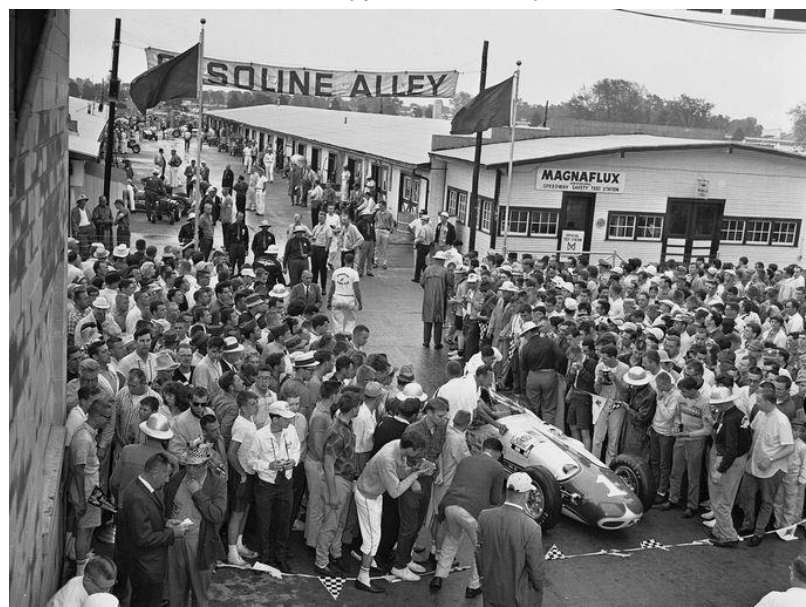
The Purdue Band returned the following year with a bigger number of musicians and quickly became part of the fabric that is the 500, becoming the host for the 'Parade of Bands'. It became the Purdue All American Marching Band that today performs with 389 members at the home games of the university's Purdue Boilermakers football team with musicians, flag bearers, drum majors, colour guard and baton twirlers. The 2019 race marked the 100th occasion that the famous band had participated at the Indy 500, historically it's most famous member is PU graduate Neil Armstrong who played the baritone horn in 1952, 17 years before becoming the first man to walk on the moon.



'On the Banks of the Wabash, Far Away' was written in 1897, becoming one of America's bestselling songs of the 19th century and in 1913 the official song of Indiana. With its headwaters in Ohio, the Wabash River flows for 810 kilometres through the states of Ohio, Indiana and Illinois and is the biggest tributary feeding into the Ohio River.

The most popular traditions with fans are the singing of Back Home Again in Indiana and the bottle of milk. The latter goes back to 1936 when winner Louis Meyer asked for a bottle of butter milk after the finish to quench his thirst, in the following two years Wilbur Shaw and Mauri Rose drank milk and the tradition began. A \$10,000 sponsorship is paid by the American Dairy Association if the winning driver drinks milk, at the end of the 1993 race Emerson Fittipaldi drank orange juice to promote his own product, car owner Roger Penske quickly intervened. In recent years the drivers have selected what type of milk they want to drink, the publication of the list is very popular with fans. Many opt for butter milk out of respect for Louis Meyer who started the tradition.

The garage area is known as 'Gasoline Alley', though gasoline hasn't fuelled the cars since 1965 when methanol was introduced, ethanol fuel has been used for the last 15 years. The original garages had no amenities and were demolished after the 1985 race, replaced by full equipped state-of-the-art facilities.





At the official 'morning after' photo session following the 1976 race, winner Johnny Rutherford received a special handcrafted quilt, the gift becoming another 500 tradition. Known as the 'quilt lady', Jeanetta Holder each year has created a new Indy related design, most including embroidered driver's signatures, the quilts measure 10 x 10 feet and can take up to 1,000 hours of painstaking work. Jeanetta Holder is now 89 years old and her quilts remain highly prized possessions of those who have received them.

The 'Snake Pit' inside Turn 1 became to the Indy 500 what the top of the mountain is to the Bathurst 1000. Fuelled by alcohol, during the 1960's it gained a rowdy reputation, so vehicles were allowed to park in the pit to reduce the size of the area, meaning less people. That led to Snake Pit II being created in the late 1980's on the Turn 4 infield to cater for the growing number of young party goers, the IMS allows BYO alcohol but no glass. For the past decade both Snake Pits have had their own race day concerts featuring top artists and bands.

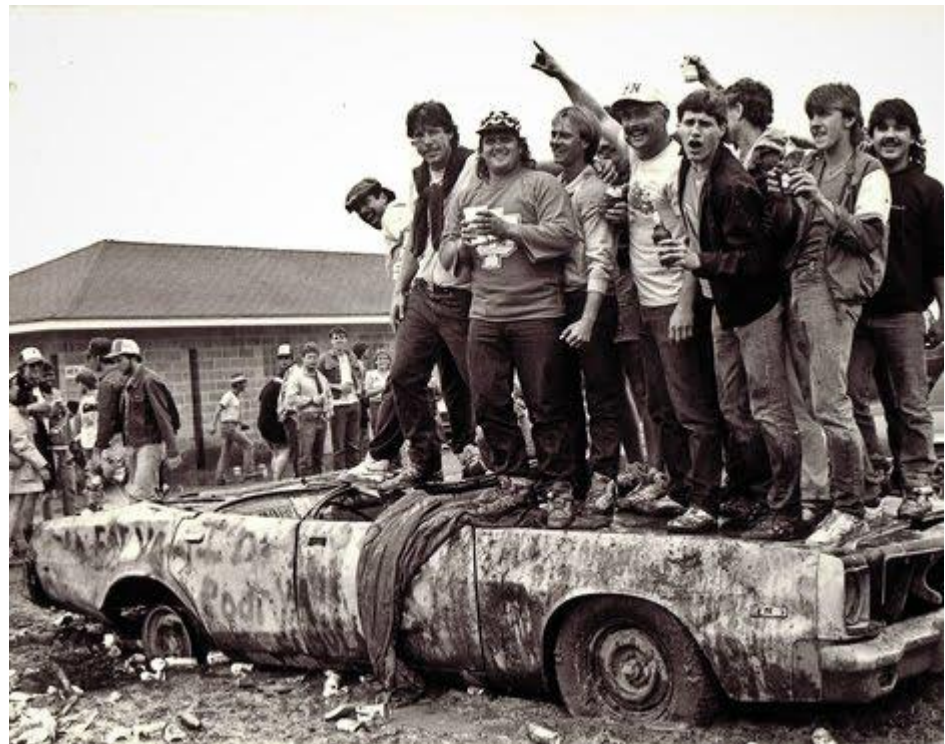
Burn-outs (do-nuts) are frowned upon by team owners because of the potential to damage the engine which are subject to strict mileage usage and rebuild intervals. Impromptu

celebrations at locations other than Victory Lane are discouraged and can be considered a breach of tradition, an exception was Hélio Castroneves who made a signature of climbing the safety catch fence after each of his three victories.

Smith is the most common name in America. Nearly 800 drivers have participated in the Indy 500, but never a Smith, though several drivers with the surname have failed to qualify. Sam Schmidt made three starts, the surname translation from German is 'Smith', but does it count? Eight drivers named Jones have made the grid, Davy Jones raced in our country's Formula Atlantic Series in 1980's, Ed Jones currently drives for Dale Coyne Racing, the most famous Jones is Parnelli Jones who became the first driver to qualify at better than 150 miles an hour in 1962, he won the 500 the following year.

'Founders Day' has been celebrated at the speedway since 2010, March 20th coinciding with the date in 1909 when the speedway was incorporated. In recent years the day has sometimes been used to announce inductees to the Indianapolis Hall of Fame.

RH







# KIWIS ABROAD

Our man Chris Pither hasn't been in the Supercar headlines as he continues to work on securing a full-time drive next year with a long-time Coca Cola contract in his back pocket, but he hasn't been idle and he has been racing. In February Chris drove one of the Toyota Gazoo Racing Australia 86's in the 2021 Series opening round at the Repco Mt Panorama 500 meeting. Qualifying ended with Pither P10 and 1.59 seconds off the pole time, quickest was Sydneysider Cameron Crick who went on to win all three races. The Pither scorecard read 5, 5, 6. Hopefully Chris will be in the car gain for Round 2 at Winton in Victoria on 29/30 May. In early March Chris co-drove in the New South Wales Prod Sports / Super GT 4 Hour under lights at the Sydney Motorsport Park, the race starting in the setting sun. Sharing a brand new MARC II Mustang with the experienced Geoff Taunton, Chris qualified P2, the race having a dramatic finish when the leading Lamborghini had an unscheduled pit-stop with a lap to run which dropped it to third place and handed the win to Luke Youlden and Vince Muriti in a Mercedes AMG GT, the Taunton/Pither car finished sixth. It's good news that our man is still on the track, the place where he belongs.

New ANZAC alliance. Jaxon Evans' already impressive career has taken another big step forward with the news he will be competing in this year's World Endurance Championship with 26-year-old Australian Matt Campbell who is a Porsche factory driver. Both have won the Porsche Carrera Cup Australian Championship but Jax gets the bragging rights after winning last year's Porsche Carrera Cup France series. The ANZACs will be driving the # 77 Porsche 911 RSR-19 for Germany-based Porsche Customer Team Dempsey-Proton Racing, the third driver being 42 year old German Christian Ried who has an outstanding endurance record running in the GTE and GT Am classes, 21 wins and 58 podiums with his last victory in the 2020 European Le Mans series. The 24-year-old Jaxon will have to dove-tail the WEC commitments with his Porsche Mobil 1 Supercup campaign, and there's been further good news with additional personal support coming from the Melbourne-based Dutton and EMA Groups who are partnering him in an alliance looking to the future. The Dutton EMA Motorsport team is a serious player run by former Walkinshaw Andretti United co-team



principle Mathew Nilsson who engineered Garth Tander when he won the Supercar title in 2007 for the HSV Dealer Team. Jaxon Evans made his WEC debut at the opening 6 Hours of Spa-Francorchamps on 01 May.

The good news continued for Jaxon Evans with confirmation of another significant drive, this time in the European Le Mans Series and also with Dempsey-Proton Racing. Jax again joins Proton boss Christian Ried with the third driver being Porsche factory driver Gianmaria Bruni. The # 77 car Porsche lined up on the grid for the opening round at the Circuit de Barcelona-Catalunya on 18 April. There were eight LMGTE entries for the 4 Hours of Barcelona, Reid was the fastest qualifier but quickly dropped two places after the start behind a pair of Ferrari 488 GTE Evos, there was a group of 488s locked in a battle with the # 77 car, at the first driver change Bruni took over and became the leader after running into the back of a Ferrari, earning himself the black/white warning flag. With 100 minutes to run the Porsche was struggling for grip and lost the lead, Bruni handed the car back to Reid, a lap down at the final driver change Evans took the wheel with the third placed Ferrari eight seconds behind, Jax held off the challenge by 3.3 seconds at the flag after covering 131 laps, 2nd in class behind the Iron Lynx 488 and 23rd overall was a very good result with the second Proton Competition Porsche a further lap back. Round 2 of six takes place at Austria's Red Bull Ring on 16 May with the # 77 Porsche and its driver line-up showing front running form.

More IndyCar testing. Scott McLaughlin was down to business again preparing for the first race of the 2021 NTT IndyCar Championship, this time at the Texas Motor Speedway and running in his new Pennzoil colours. The kwik Kiwi clocked up an impressive 233 laps during the day, setting the 12th fastest time in the 17-car field on the 1½ mile superspeedway oval. The final hit out before the real racing began was at the Indianapolis Motor Speedway in the second week of last month with rain disrupting the first of the two days. Thirty-one drivers took part with Josef Newgarden topping the time sheets with a quickest lap of 39.6792, Scott Dixon was 0.1603 slower. Scott McLaughlin clocked a best 40.2131 which was 0.5339 slower than his Penske team mate for P18.

Shane Van Gisbergen returned to Mount Panorama early last month and left Bathurst with fans wondering if he's motor racing's Superman, three races and seven hours behind the wheel on the most demanding circuit while still recovering from a broken collarbone and ribs. The Hi-Tech Oil Bathurst 6 Hour was sandwiched between two one-hour races for the Fanatec GT World Challenge Australia, in the latter sharing the driving with Prince Jefri Ibrahim. SVG dominated all the pre-race sessions on a weekend beginning with Race 1 of the GTWCA that included a compulsory pit stop with a minimum duration. The grid was decided on times posted in the first 20 minutes qualifying session, Ibrahim in the Triple Eight Mercedes AMG GT3 was third quickest. After 10 laps the driver changes began, Ibrahim was one of the first to pit for van





Gisbergen to take the wheel, it was game on with Garth Tander, Chaz Mostert and SVG now on the track and two thirds of the race to run. Mostert had gained track position over SVG in the pits which incurred a stop/go penalty for not serving the full stationary time, handing P2 to the Mercedes AMG driver, SVG pulled back Tander and the two were locked together in a 10-minute battle before Van Gisbergen took the lead at Griffins Bend after a drag race up Mountain Straight. After the 60 minutes and 25 laps SVG took the checker six seconds ahead of Tander with Mostert more than half a minute further back in third. Tony Quinn qualified P4 and drove his Aston Martin Vantage solo to win the Am class on the lead lap. One race down, two to go.

The Hi-Tech Oils Bathurst 6 Hour had a sixty-car entry, qualifying being split into two groups to separate the faster cars. Van Gisbergen topped the time sheets in the Smollen BMW M4 with a 2.25.43 lap, 0.035 quicker than the sister M4 driven by David Russell. In the A2 class the Ford Mustang GT driven by George Miedecke was P5 with a lap only 2½ seconds off the pole time while the similar car of Tony Quinn/ Grant Denyer/Tim Miles would start P13, further down the grid in P44 was the Subaru BRZ with Matthew Payne one of the four NZ drivers in the field. The 6-hour enduro was always going to be fought out by the four Class X BMWs that had their turbo boost reduced to 1.45 bar and had to make six compulsory pit stops, the A2 class cars had to make four compulsory pit stops.

What really brought the race alive was Shane Smollen incurring a 5 second time penalty for the # 97 M4 after misjudging the speed of a slower car and overlapping at a restart early in the race, as a result SVG was handed a big challenge for the final stint. Life in the BMW wasn't made easier with neither the communication radio or drink systems working, ever mindful of the five seconds being applied after the finish SVG gradually extended his advantage until the 11th SC period with 40 minutes to run. It was head down again hoping there wouldn't be a late Safety Car, there wasn't, and after 120



laps he took the flag by a margin of 12.85 seconds to join gentlemen drivers Shane Smollen and Rob Rubis on the top step of the podium. Officially 7.85 seconds back in second place was a BMW M3 with the second M4 completing the Bavarian clean sweep.

In the A2 class seven seconds split the Ford Mustang GT's that were P5 and P6 outright, one wasn't the Quinn Local Legends car after Denyer had a high-speed crash at The Chase on lap 30. The Matthew Payne shared Subaru BRZ covered 117 laps to finish 20th, seven laps and eleven places ahead of the VE Holden Commodore HSV co-driven by Craig Baird, thirty-nine of the sixty starters were classified as finishers. It was a fairy-tale ending for car owner Shane Smollen as his small team had built the car from a wreck and the 6 Hour was its first race outing. It was also a fairy-tale ending for Shane Van Gisbergen as he became only the second driver to achieve the coveted Bathurst Triple Crown of the Bathurst 12 Hour (2016), Bathurst 1000 (2020) and Bathurst 6 Hour (2021). Two races down, one to go.

Race 2 of the GTWCA had Van Gisbergen on pole, sharing the front row with Tander, Mostert was on Row 2 with the Am drivers having the second stint this time. At the pit stop round Mostert was first in to hand the car to Bates, SVG and Brenton Grove in the new Porsche GTR-3 quickly followed, Tander was last of the

front runners to come in. Now with Shahin at the wheel the Audi went from fourth to first over the next 15 minutes but a late Safety Car worked in favour of the 888 car, Ibrahim regaining the lead with 12 minutes remaining on the clock and chased by the more experienced Shahin. Into the final lap it was nose-to-tail, up Mountain Straight, across the top, then downhill to Forest Elbow where Shahin pulled off a sensational pass to take the lead, 'The Bend' Audi crossing the line 0.8 in front of Prince Ibrahim, with the Bates/Mostert Audi six seconds back in third and 2.6 ahead of the Brenton/Stephen Grove Porsche. The Quinn Aston Martin was the fifth car across the line, again winning the Am category by a narrow 4/10ths margin. Shane Van Gisbergen's extraordinary winning streak had come to an end by less than one second. Three races down, none to go.

Liam Lawson had his second drive of a GT3 car in the first week of last month, this time at the Spa Francorchamps Circuit, a big contrast to his first outing at Highlands Motorsport Park last year in an Audi LMS. In Belgium Liam and his DTM team mate Alexander Albon were with their new team, AF Corse, and a new car, a Ferrari 488 GT3. AF Corse was founded in 1995 by Amato Ferrari (no relation to Enzo's family) with strong links to the Maserati and Ferrari brands competing in GT races in Europe, Asia and globally with the WEC, their record in the LMGTE Pro category is impressive with three wins and nine podiums in the Le Mans 24 Hour. *"The Spa test was definitely a new experience. I've had one opportunity before to drive a GT3 car, back in New Zealand. Honestly this felt like a completely new experience again, with the track being a different type. The pace was quite good but hard to tell being a private test. For me one of the biggest positives was the fact mine and Alex's feedback was similar and we were able to move forward in a good direction with the car balance. I'm super excited to get into the car again for the first official test, it will be interesting to see how we compare with the other teams"*. From Belgium it was over the border to Germany and the Hockenheim circuit for the first official two-day test for the DTM Championship on 7/8 April.

Shane Van Gisbergen's Supercar winning bubble was still intact when the teams arrived at the Apple Island for the Beaufort Tasmania SuperSprint at Symmons Plains Raceway, the target Craig Lowndes' eight straight wins back in 1996. Saturday's Race 6 of the Championship had Van Gisbergen starting from pole position after setting a new lap record, Waters got the jump at the start then Whincup overtook his team mate around the outside at Turn 2, on the back straight SVG regained second place and stalked Waters until lap 9 when the Red Bull Commodore went down the inside at Turn 6 and Van Gisbergen set about stretching his lead, in two laps it was out to a full second. Van Gisbergen was relentless and took the flag 4.74 seconds ahead of Whincup, with another five to 3rd placed De Pasquale followed by Mostert, Davison and Waters, both Coulthard and Heimgartner were well down the pack in 21st and 22nd places.

It was now six from six, but qualifying for Race 7 and 8 suggested Lowndes' record might not come under threat with SVG further down the grid than he would have liked, winning would need another superhuman effort. Sunday morning's 44 lapper saw Waters beat Whincup off the line, when the lap ended Coulthard headed for the pits with damage to the left rear of his car, he went again but returned to the garage. SVG





returned from the round of pit stops in P4 and set after the leaders, Davison was first to be passed, then it was Waters turn at the hairpin. Whincup ended up leading SVG over the line by 1.7 seconds followed by Davison, Waters, Brown and Mostert, Heimgartner finished P10 (+18.5) while Coulthard retired after 6 laps. Shane Van Gisbergen's winning streak was broken by his team mate, in the post-race interviews Whincup said *"it was a good feeling to get the win, the bloke next to me had a shocker, he finished second"*.

The final race of the weekend belonged to Mostert and the Walkinshaw Andretti United team, the # 25 Commodore made the best start to lead Waters and De Pasquale, further back SVG got the jump on Whincup to be sixth. With Mostert more than 10 seconds in the lead there was excitement when both De Pasquale and Davison overtook Waters in the closing laps, giving DJR a double podium result, the pair 10.2 seconds behind Mostert who scored his first Supercar win for two years after effectively leading all 44 laps. Waters, Van Gisbergen and Whincup rounded out the top six finishers, Coulthard had a strong race to be 20 seconds behind the winner in P13 while Heimgartner placed P22. Shane Van Gisbergen's championship lead was now 139 points over Whincup with another 26 points to Mostert and Holden drivers holding the top three places, best of the Ford drivers is Waters another 37 points back in fourth position. The next stop is back on the 'mainland' at Tailem Bend in South Australia on 08/09 of this month.

The IndyCar season opener was at the Barber Motorsports Park which is a world class facility, qualifying for the Honda IndyCar Grand Prix of Alabama ended with Patricio O'Ward on pole and Alexander Rossi sharing the front row, Scott Dixon was fifth quickest and two grid positions ahead of Romain Grojean. Scott McLaughlin used up both his sets of 'softs' in the first phase where the starter motor jammed after the tyre change and there was only time for one flying lap, he made it through to the 'Fast 12', progressing to the next stage which was the first goal for the weekend. McLaughlin was forced to run the 'hard' compound in the second phase, 12th fastest time secured a Row 6 starting position, his time would have broken the lap record two years earlier - *"The Q1 lap was a really exhilarating lap, the grip was up, the G's were up, I think we were popping like 5G around the long sweeping right hander around the timing line. It's crazy"*.

There was a dramatic start to the 90-lap race when Josef Newgarden lost control exiting Turn 4 and spun in front of the pack that came over a blind brow, somehow McLaughlin avoided the five-car crash. There was a second early 'caution' period before the field settled, the race was about strategies, O'Ward and Rossi pitted under green on lap 18 which meant they were planning a three-stopper, the other front runners stayed out suggesting a two-stop race. Spanish rookie Alex Palou took the lead on lap 31, O'Ward made his second stop on lap 43, it was during this cycle McLaughlin, who was on a three-stopper, ran as high as P6. Palou pitted on lap 61, regaining the lead six laps later with Team Penske's Will Power applying the pressure, but the Spaniard wasn't going to be denied a first race maiden win and crossed the line 0.406 ahead with Dixon 2.98 seconds away in third to complete a 1-3 result for Chip Ganassi Racing in a race that had two caution periods and ten lead changes involving five drivers. Formula 1 driver Romain Grojean placed an impressive 7th on debut, McLaughlin took the flag in P14, 1.06.05 behind the winner with 2019



race winner Takuma Sato 0.47 ahead of the # 3 PPG car in P13. *“Barber is like a rollercoaster, every single lap all weekend was like a qualifier, so I’m mentally and physically drained. I wanted to finish in the top 15 in qualifying and the race, and we were able to achieve both. I was happy the way the race went, the pit stops went smoothly and the car had great speed. We got up as high as sixth and I would have loved to grab a top 10, in the end I was pushing so hard to try and grab spots, I thought we’d grab Sato at the end but we just ran out of time. Still, we’ve got plenty to work on”*. The NTT IndyCar series heads to St Petersburg with Scott McLaughlin carrying his first 16 championship points in his bag.

On the same weekend was Round 2 of the NTT IndyCar Championship on the streets of St Petersburg in Florida where Scott McLaughlin’s # 3 car was wearing the red and white livery of DEX Imaging. Qualifying took place after a Stadium Truck race which left the track dirty, Colton Herta claimed pole position, 0.249 ahead of Jack Harvey, Team Penske’s Josef Newgarden and Simon Pagenaud formed Row 2, Dixon was P8 with McLaughlin P14, four places ahead of Grojean with Power in P20, his lowest Indycar start position.

Race day belonged to Colton Herta and Andretti Motorsport, starting from pole position Herta led 97 of the 100 laps to score his fourth IndyCar victory on a hot and humid day, finishing ahead of the Team Penske duo Josef Newgarden (+ 2.49) and Simon Pagenaud (+ 6.14), Scott Dixon crossed the line fifth 8.84 seconds behind the winner. McLaughlin took the checker in 11th, two places and 5 seconds ahead of Grojean while Round 1 winner Alex Palou was one lap down in P17.



*“The opening laps were absolutely bonkers, and I’m learning real fast how to handle the starts and how crazy they are. I got caught out and lost a few spots straightaway but we were playing the long game and I didn’t want to knock the wing off in the chaos. We pitted early and took full advantage, we jumped as high as second so it was a really positive run. It was a damn solid strategy that would have worked beautifully if another caution came late, but it never did”*.

It was a very good day for Team Penske with their four drivers finishing 2, 3, 8 and 11, no damage report. After two races Palou leads the standings with 67 points, two ahead of Dixon and Power, Grojean is P14 with 37 points, McLaughlin P15 on 35 points, both ahead of former ‘500’ winner Alexander Rossi. With the tight IndyCar calendar the next round was a week later, a double-header at the Texas Motor Speedway.



So April ended and May began with a flurry of activity at various racing circuits around the globe. There was plenty happening across the Tasman with the main focus on Sydney Motorsport Park where our man Kaleb Ngatoa was contesting the final round of the VHT S5000 Championship, while fellow countryman Callum Hedge ran in the Porsche Michelin Sprint Challenge. If the South Island is classified as 'abroad' Kenny Smith was behind the wheel of a Van Dieman Stealth to compete in the Formula Ford Festival at Ruapuna, the event celebrating 50 years of Formula Ford in our country.

## LATE NEWS

The month of May began well for MCC members and New Zealand drivers racing overseas.

Brendon Hartley, Sébastien Buemi and Kazuki Nakajima won the 2021 WEC season opening 6 Hours of Spa-Francorchamps, giving the new generation Gazoo Racing Toyota GR010 Hypercar a victory on debut.



Jaxon Evans was forced to retire the LMGTE-Am Dempsey-Proton Porsche RSR-19 with 30 minutes of the race remaining because of an electrical issue. The car was rebuilt overnight following a massive qualifying crash with team owner Christian Ried at the wheel. Round 2 is the 8 Hours of Portimao in Portugal on 13 June.

In the final round of the VHT S5000 Championship at the Sydney Motorsport Park, Kaleb Ngatoa finished 7th in Race 1 and won the inverted grid Race 2 to score his second win of the series. Race 3 was the Australian Drivers Championship decider, Kaleb's Team BRM team mate Joey Mawson only had to finish to claim the title, he crossed the line 0.79 behind Ngatoa, the pair 7th and 8th respectively.

Round 2 of the Porsche Michelin Sprint Challenge was also on the SMP programme, the field included the two Porsche Team New Zealand cars of Callum Hedge and Madelaine Stewart. Hedge placed third in all three races, Stewart was a mid-field finisher with an 11th, 12th and 14th.

Qualifying was washed out for the IndyCar round at the Texas Motor Speedway, grid positions being calculated on championship points. In the first race Scott Dixon started P3 and Scott McLaughlin P15, the kiwi duo finishing 1-2 in the Genesys 300, split by 0.264, a history making result.

In the following day's longer XPEL 375 Dixon started from pole with McLaughlin P7 on the grid, there was a dramatic start with a seven-car pile-up as the field approached the green flag! The race resumed on lap 20 with Dixon leading Palou but there was no back-to-back success with Patricio O'Ward, Josef Newgarden and Graham Rahal finishing one-two-three, Dixon was 4th (+6.038) and McLaughlin 8th (+ 11.89). Still a weekend to remember.

Full details in the June magazine.

RH

# THE HARTLEY FILES



For the past few months Gazoo Racing Toyota has been flying well under the radar testing its new GR010 Hypercar, no lap times have been publicly released. In the week prior to the opening round of the World Endurance Championship there is the two-day Prologue which is the official final pre-season testing, the first indicator as to what the new season holds. The GR010s were running with 520 kW output, more than the 500-kW talked of previously, the 500 kW maximum output only applies to the Le Mans 24 Hour race.

When the two days ended at Spa-Francorchamps the talk was about the speed of the LMP2 cars despite their engines being detuned and the cars carrying a weight penalty. Only three Hypercars appeared, the two GR010s and a 4.5 litre V8 powered Alpine 480 Gibson, the latter an LMP2 car that's also contesting the Hypercar category. On the first morning GRT knew they had a real challenge of their hands with LMP2 cars posting the seven fastest lap times, Brendon was the quickest of the Toyota drivers but two seconds slower than the best LMP2 time! The sister # 7 GR010 had a troubled first day, being unable complete a flying lap in the morning because of hydraulic and electrical problems, only returning to the track in the final minutes of the day.

Day 2 again showed the top LMP2 cars to be the fastest, but the gap to the quickest Hypercar was down to half a second. The Buemi/Nakajima/Hartley # 8 GR010 clocked up 122 laps during the course of the day, it also spent time in the garage with bodywork damage following contact with another car, the second Toyota had its problems resolved so was able to run a total of 85 laps and record the fourth best lap time.

Brendon - *'We've completed quite an extensive test programme leading up to the first race of the new Hypercar era and feel well prepared. There is a lot of excitement throughout the whole team, as well as*



*amongst the fans, to see what these new cars look like on the track and how close the racing is going to be. It was the first time we have experienced the GR010 in traffic. It was nice to get in the flow”.*

Analysing the time sheets after both days of running showed that the LMP2 Oreca 07-Gibsons held the top three positions, the G-Drive entry being quickest with a 2.04.168 lap. Sébastien Buemi posted the fastest Toyota time of 2.04.708 which translated to P4 and two spots ahead of the # 7 car that ran a best 2.04.798 - the first six cars covered by little more than 6/10ths of a second.

By way of comparison with last year's LMP1 GR Toyota TS050, Buemi's best lap in the 2020 Prologue was 2.00.417, but there are many reasons for the 4.3 second difference, in simple terms the LMH GR010 is heavier and less powerful. Though the twin turbo V6 engine's capacity has been increased from 1.6 to 3.5 litres the heavy restrictions allow only a single 268 bhp front-axle hybrid system and a maximum combined power output of 670 bhp, well short of the near 1,000 horsepower of the LMP1 car. The Hypercar tips the scales at 1,040 kilos compared to the LMP1's 878 kilos, the new car is longer, wider and higher with new aerodynamic restrictions, predictions are the new cars could be 10 seconds a lap slower around the Circuit de la Sarthe that hosts the Le Mans 24 Hour race. It's going to be a very interesting World Endurance Championship.

RH





# RACE WITH US

TO EXPERIENCE MOTORSPORT FROM THE INSIDE



**MANFEILD TEST DAY**  
FRIDAY 14<sup>TH</sup> MAY

**OTARA ROAD SEALED SPRINT**  
SUNDAY 16<sup>TH</sup> MAY

**BACK TRACK DRIFT TUTORING**  
SATURDAY 29<sup>TH</sup> MAY

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# PARTING SHOT



## CHEVETTE SETS EIGHT NZ RECORDS FOR ENDURANCE -AND THAT'S OFFICIAL!



In the late 1970's GM were pushing their small car range and set out on a series of promotions to enhance the NZ sales programme. Rob Lester, Peter Jarratt and Norm Lankshear, driving in 6 hour shifts over a 5-day period, set 8 NZ endurance records, covering 3666 laps and 11,107kms at an average of 92.56 kph in a standard car. A similar car was entered in the Mobil Economy Run where it won its class achieving 6.14 litres/100 kms.

