

Manawatu Car Club Inc

Magazine June 2021



RACE WITH US!



A recent trip to New Plymouth became an exercise in frustration after encountering 3 different road works sites between Stratford and Inglewood. On each occasion the sealing work had been completed, it looked like the site had been swept and yet the road was coned off to a one-way section controlled by lights. This on a Friday evening at “peak hour”. The fact that we were sitting still or merely crawling for over 25 minutes was just adding insult. At the third lot of roadworks, I asked one of the workers who the site supervisor was. She pointed up the hill and said “Her. Why?” I replied “ you do realise you have traffic banked up from Stratford to here?” Her reply was a classic “ how do YOU know??” Ummm figure it out for yourself love. Needless to say the supervisor (also young and female for what it’s worth) was no help either, just shrugging her shoulders and dismissing any concerns. A great display of an “I don’t care” attitude. Downers, a big thumbs down for your employees’ public relations skills, might I suggest you get your shit together and employ STMS people that actually have some real-world common sense. And just to rub salt in, the traffic lights were still there on the return trip a few hours later, when the admittedly lower traffic count made it a little less of a wait each time. Big time frustration. Grizzle over.

On a more positive note, Otara Road was a resounding success after a bit of last-minute drumming up of support to get the numbers to a viable level. The drifters added a unique flavour to the event (see the report later in the magazine) and it looks like the drone footage has spa-ked a huge amount of interest from the drift community. Let’s hope that translates to an awesome entry next time. It was great to see a few of the Manfeild regulars turn up to have a go on some real glued stones, and they all went away happy. Poor Bruce Goodwin might have to grade his track though after a couple of competitors rigs failed to make the grade, requiring a tow to complete the ascent from the pit area to the road!!!

I’m trying to get a few more autocrosses and motorkhanas into the calendar and would love to run the Lester Multi Event weekend again (trial, autocross, motorkhana and bent sprint all on the same weekend). These basic clubsport events used to be the backbone of the club, encouraging younger members in to improve their skills and providing great practice for the older hands, especially when run on non-tarmac surfaces. Please let me know if you have a decent sized paddock we could use during the summer for one of these events, they are run on road tyres only so the damage to the surface is fairly minor (and yes, I know there is a big paddock on our doorstep at Kawakawa Road, I will be chasing that too). I think its important that the Club expands its programme again to encompass non-Manfeild events that require minimal expense and will hopefully appeal to a younger audience. Ideally a visit to some of the local colleges to promote these and offer free entry and tuition might pay dividends too. Watch this space.

So, the FAE Winter Series is upon us already, wow, where did the last 6 months go? The MX5 is in the paint shop at the moment getting both rear corners tidied up (one corner Danny must have had hit and my little incident at the last summer series round) and a new (to me, thanks Jerry) rear bumper turned from red to green. I was thinking of adding a bulls eye on each corner, but that might be tempting fate just too much!! It’s certainly shaping up to be another closely fought series with plenty of interest and hopefully a few new cars out to join in the fun.

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

TW



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MCC 2021 CALENDAR

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JUNE

- Friday 4th Manfeild Test Day
- Saturday 5th Feilding Auto Electrical Winter Series Round 1 Race Day
- Sunday 6th Feilding Auto Electrical Winter Series Round 1 Race Day
- Saturday 19th Drift Tutoring - Back Track
- Sunday 20th Transpec / GT Oil Manfeild Open Day – Full 4.5 km Circuit Bent Sprint



JULY

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

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AUGUST

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



SEPTEMBER

- Saturday 4th Feilding Auto Electrical Winter Series Round 4 Test Day
Sunday 5th Feilding Auto Electrical Winter Series Round 4 Race Day
Saturday 12th Feilding Auto Electrical Winter Series Prizegiving
Sunday 19th Transpec / GT Oils Manfeild Open Day Round 3
Friday 24th Manfeild Test Day

OCTOBER

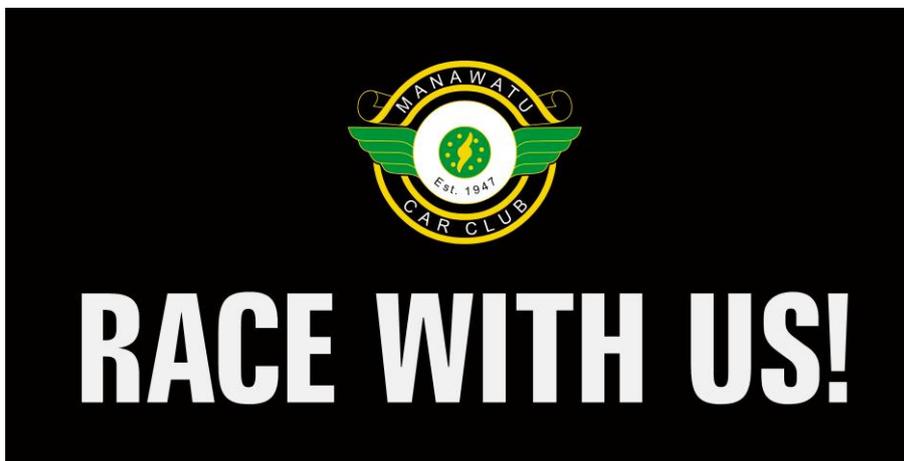
- Friday 22nd OctoberFAST!! Test Day
Saturday 23rd OctoberFAST!! Race Day
Sunday 24th OctoberFAST!! Race Day

NOVEMBER

- Friday 5th Manfeild Test Day
Sunday 7th Transpec / GT Oil Manfeild Open Day Round 4
Friday 12th MG Classic Test Day
Saturday 13th MG Classic Race Day 1
Sunday 14th MG Classic Race Day 2
Saturday 20th ShowVember Drift Battle, Drift Practice & Tutoring

DECEMBER

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



**TRACK ` N ` YACK
FROM 7.00PM**



WEDNESDAY 9TH JUNE

ROSE & CROWN PUB

TERRACE END

**SEE YOU THERE FOR A BEER,
FOOD AND A CHAT**

**NOTE THE DAY CHANGE
NOW WEDNESDAY**

MEET THE 2021 COMMITTEE



President: Richie Arber
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Noel Beale



Jill Hogg



Kaye Flannagan



Donna Whale



Greg Browne



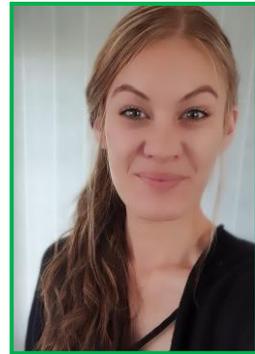
Gareth Stanley



Nick Stewart



Markku Braid



Jodie Bell



Russell Harris
Club Advisor



Brian Davies
Club Advisor



Trevor Weir
Club Advisor / Magazine Edit

FROM THE PRESIDENTS PEN

Well since the Corolla has been sold, I could not continue with it as the head picture for my piece, so I picked something else, I am sure at least one person reading this will get the funny side of why, I am sure.



Anyway, the Corolla had its first run with the new owner, and while it was quite wet, the new owner enjoyed the experience and said that it was a great little car to drive. He was also kind enough to send me a quick photo of it parked in his shed sporting the new livery which I think looks very cool indeed. So where to from here you ask, car wise... well we have been working on a car for a few years now and it is time to concentrate on that and get it finished instead of getting sidetracked with other cars, so that will be where the focus is until it gets done, which will hopefully be sometime this year... which I have said every year for the last 5 I believe.

Even though I will not be driving, I am looking forward to the start of the Feilding Auto Electrical Winter Race Series on the 5th June. The first round always feels like the start of our Race Year and it tends to bring a smile to the face of many who have not raced for a while, and to those of whom who have put a fair bit of work into making it all come to reality. The added bonus this year is that it falls on Queens Birthday weekend, so most of us get to have Monday off to help with the recovery of the sore bits of the body that haven't been subjected to the strains of racing for a while. On the following pages you will see the list of sponsors who are supporting the Winter Series this year, as well as saying a huge thanks to them all for their support of this series, I want to push home the need for our members to support these sponsors wherever you are able to... remember they support us so that we can go racing at an affordable cost, so the least we can do is support them. And I am sure that if you mention that you are an MCC Member, you will get very well looked after by them all.

So what is the world coming too... I have heard that phrase said a few times over the past few months, and I found myself saying it a couple of weekends ago. I had just walked into a large retail store in the Plaza here in P.Nth when I heard the elderly lady on the door say to the young lady helping her that they had to watch out for the young girl with the large bag and grab her when she got to the door. So I waited for a bit and when the young girl got to the door the lady said "bag check" ... well all hell broke loose from there and the young girl with the bag started yelling at the lady things that I can't write here, and she added that the lady could not touch her, and then she walked out of the store, obviously with some things in her bag that she had not paid for. The ladies on the door looked powerless to do anything, which was embarrassing for them. I later caught up with one of the ladies and asked what was going to happen from here, and she said that they had informed the police and had got the young girl on camera, but probably nothing was going to happen in all reality. Really... has society got to this point where someone can just walk into a store, steal something, and walk out and nothing will probably be done about it, if so... God help us all!

I look forward to seeing you all on the 5th and 6th June for what will be a great weekend of racing...

Richie

2021 FEILDING AUTO ELECTRICAL WINTER RACE
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2021 WINTER SERIES

MANFEILD: CIRCUIT CHRIS AMON

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CLASSES

GT CUP GT-A

GT CUP GT-B

IB CUP

SF CUP

RS CUP

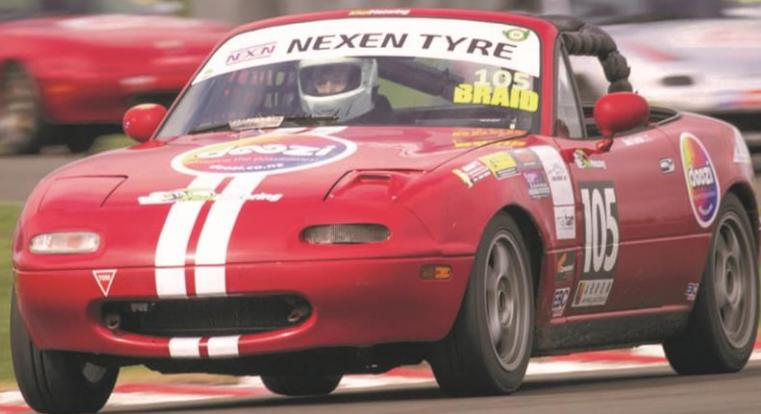
FORMULA FIRST CUP

FORMULA FORD CUP

MX5 CUP

MANFEILD MUSCLE CARS

CLASSICS



ROUND 1 SATURDAY 5TH JUNE AND SUNDAY 6TH JUNE

ROUND 2 SUNDAY 4TH JULY

ROUND 3 SUNDAY AUGUST 8TH

ROUND 4 SUNDAY SEPTEMBER 5TH FATHERS DAY

ORGANISER: JEFF BRAID

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GRID TORQUE

JAROD CARRUTHERS PHOTOGRAPHY

A big step up. Kaleb Ngatoa will look back on his short time racing in S5000 as a mix of satisfaction and frustration after contesting three of the four rounds that formed the Australian Drivers Championship. The prestigious Gold Star dates back to 1957 but hadn't be held for the past years. Securing a deal to drive alongside Joey Mawson and Thomas Randle for Team BRM was the first big break, the car he was allocated had an interesting past with one of the previous drivers being former F1 Ferrari star Rubens Barrichello. After missing the opener at Symmons Plains Kaleb had little time with the car before Phillip Island where he had an encouraging third in the final race, the next stop was Sandown and another third, then the big breakthrough with a brilliant win in the wet Race 2 that was a reminder of his stunning qualifying lap to claim pole position for the NZGP at Hampton Downs. Unfortunately, the day ended rather abruptly when too much throttle spun the car into the barrier leaving pit lane, his race over before it began! Round 4 was the series final at Sydney Motorsport Park with the number '7' featuring, 7th in qualifying as well as the first and third races, in between was Kaleb's second win that was also lights to flag. Analysing the Championship that carried Motorsport Australian Gold Star status, Team BRM drivers won six of the 12 races and on nine occasions set the fastest lap, the more experienced Mawson and Randle finishing 1-2 in the series with Ngatoa P9 after contesting only three of the four rounds, Mawson won three races, Ngatoa two and Randle one. Kaleb's opposition was very strong with Joey

Mawson the most seasoned campaigner, in 2017 he won the German-based ADAC Formula 4, beating Mick Schumacher to take the title. Our man will have benefitted enormously from the S5000 experience that capped off a remarkable year for him, the 7-round 2021/22 VHT S5000 Championship is scheduled to begin in September, hopefully Kaleb will be on the grid. Life is about seizing opportunities, during the week prior to the Sydney meeting Kaleb Ngatoa was seen at the Norwell Motorplex in Queensland receiving coaching from Shane Van Gisbergen. One Kiwi helping another...



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Back on the gravel. Brian Green was behind the wheel of his new Mitsubishi Mirage AP4 for the International Rally of Whangarei that also doubled as Round 2 of the Brian Green Property Group New Zealand Championship. Day 1 was on gravel roads north of Whangarei, Day 2 being run south-east of the city, 18 special stages totalling 264 kilometres with an event distance of 729.36 kilometres. Defending champion Ben Hunt was the # 1 seed followed by Hayden Paddon and Emma Gilmour, Green and co-driver Fleur Pedersen were # 28 in

the 65 car field, one starting position behind Bruce Herbert in his 2WD class Mitsubishi Lancer EX. Day 1 had nine completed stages after one was cancelled, Paddon won all nine to lead Hunt by 3 minutes 47 seconds. Gilmour retired her Suzuki Swift with transmission failure while Green improved one spot from his starting position, 27th and 16 minutes behind Paddon's Hyundai i20 AP4. Herbert had a very good opening day that saw him sitting in 13th place, a fourteen-position gain. Day 2 with eight special stages didn't start well for the Green team, touring to the first stage there was a problem with the power steering rack and he was forced to withdraw. Paddon continued his domination until the Hyundai punctured midway through the 22.5 km final stage, three minutes were lost and he had the 21st best time but his lead was so great that he still beat Hunt by 4 min 9 secs with Raana Horan third in a Skoda Fabia RS. Showing that he's still super competitive, four-time national champion Bruce Herbert finished 9th overall and 2nd in the 2WD class. Round 3 is the Rally of South Canterbury at the end of this month...



A long way from home. The Manawatu Car Club's experienced timing team was on duty at the Whangarei Rally, the six strong team are not all locals, two were picked-up on the way north. On Day 1 the MCC team were allocated special stages 5 and 9 run on the same 15.97 kilometre long 'Crows Nest'. On Day 2 it was the 22.55 km 'Waipu Caves' 14 and 18, the latter being the final stage of the event that started with 66 cars and ended with 34 finishers! Timing teams are very dedicated people as they have to operate in a high-pressure environment, irrespective of the weather conditions with little or no protection, fortunately it was fine both days in Northland. A special breed of enthusiast, you can read about their adventures later on...

And the winner is # 1. Evaluations for the highly prized SpeedSport Scholarship took place at Manfeild Circuit Chris Amon over the weekend of 15/16 May with six young drivers making the final cut. Palmerston North Boys High School Year 10 student Jenson Bate is the driver who will initially contest the 2021 Feilding Auto Electrical Winter Series under the guidance of Dennis Martin and his Formula First Sabre Motorsport team. Like so many before him, Jenson has a



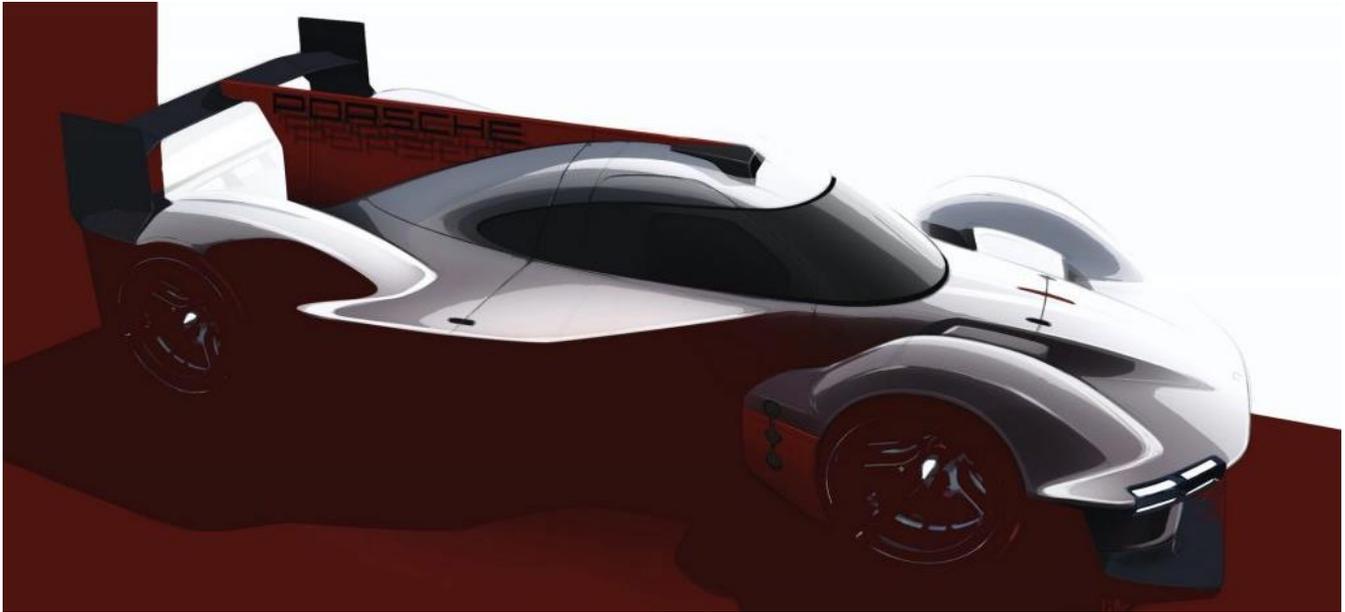
karting background and is the grandson of well-known local personality Brian Bate who competed at the first meeting at Manfeild in 1973 driving a V8 powered Holden Torana. The christian name suggests Dad was a Jenson Button fan...

And the winner is # 2. The MotorSport New Zealand Awards evening took place in Christchurch at the Novatel Cathedral Square on the 24th of last month. The first of the Premier Awards saw Peter Sturgeon presented with the Lupp Trophy for raising the profile of historic car racing, the Steel Memorial Trophy recognises the most outstanding performance by a Junior (Under 21) driver with the recipient being Marcus Armstrong for finishing runner-up in the 2019 FIA Formula 3 Championship. National champion Ben Hunt received the Rally Founders Award while the Jim Clark Trophy for the most outstanding achievement by a New Zealand driver was won by IndyCar champion Scott Dixon for the fifth time, the first occasion was back in 1999. Two people were inducted into Motorsports Wall of Fame. American-based Steve Horne who has been a successful team manager and owner in the United States and has assisted several young Kiwi drivers through his Tasman Motorsports Group, the second inductee was three-time Australian Supercar champion Scott McLaughlin, no surprise there. There were many other awards recognising special achievements, three coming to our region. Air Force Sergeant Dean Hart received the Castrol Trophy for breaking the New Zealand Land Speed record in March last year at RNZAF Ohakea, setting a new mark of 363.463 kilometres an hour in his jet-powered dragster. Over the past two decades Auckland's Peter Johnson ('PJ') has had a major influence on the sport in this country, in particular his gaining support to further the careers of Scott Dixon and Brendon Hartley. Now he has taken talented young MCC member Kaleb Ngatoa under his wing, 'PJ' was awarded a Member D'Honneur. Manfeild CRO (Competitor Relations Officer) Tracey Stringer received a Distinguished Service Award and Tayler Burke was named Photographer of the Year, an award he also won last year. Tayler learned his craft at Manfeild and is one of the regular photographers seen at the circuit. Each award well deserved, so congratulations all round...



Porsche-Penske Powerhaus. The biggest news story out of Europe is a collaboration between Porsche and Team Penske involving the new LMDh (Le Mans Daytona Hypercar) category. It's a relationship that goes back

more than six decades with Penske very successfully representing Porsche on North American circuits or in new car showrooms. Penske won the CanAm championship in 1972 and 1973 with the brutal Porsche 917, more recently they ran a Porsche RS Spyder LMP2 spec car in the 2007 and 2008 American Le Mans Series, Ryan Briscoe winning four of the 16 races. This latest liaison will see bases set up on both sides of the Atlantic to contest both the ISMA WeatherTech Sports Car Championship and the FIA World Endurance Championship (LMDh qualifies for both categories) targeting the big races like Daytona, Sebring and Le Mans that form the sports car 'triple crown'. Scott McLaughlin has already put his hand up for the Le Mans race! It's planned that the new car will be on the grid for the 2023 season, the current and future teams have been warned. Achtung...



It was brutal. The Porsche 917 was the most powerful sports car ever built and is now sixty years old, only the required twenty-five examples were produced to meet homologation requirements. The 917/30 was the final variant and the most powerful, its twin-turbocharged 5.4 litre flat-twelve engine produced 820 kW (1,100 bhp) in race trim, the car only weighed 900 kilograms so the power-to-weight ratio was exceptional, so was the performance. Zero to 100 km/h in 2.3 seconds, to 200 km/h in 5.3 seconds and a top speed of 362 km/h (225 mph) when fitted with the more aerodynamic long tail bodywork. The Porsche 917/30 was the car that killed off CanAm, it was also the only car to win the CanAm championship that wasn't Chevrolet powered. It really was a brute...



Not a quitter. Tony Quinn has indicated that the battle for hosting the Supercar round in this country is far from over and believes the time will come when a shift is made to one of his circuits. Highlands Motorsport Park has long been rumoured to be an option, it has hosted a round of the Australian GT Championship but no high-profile event for a number of years, the logistics required would be a major problem. Quinn admits that to stage a round at Hampton Downs would require Waikato Council being involved, Pukekohe has support through Auckland Unlimited, the region's economic and cultural agency. Does Mr Quinn's crystal ball see possible double header Supercar rounds involving Pukekohe and Hampton Downs sometime in the future? We know that he's a man with great vision, but

Re-tighten your belts and hold on. That very clever young man Mate Rimac has upped the game again in the outrageous world of super hyper cars by announcing his latest creation, the Rimac C_Two that will shortly go into production. Ten years ago, the 33-year-old Croatia e-wizard was working from a garage on electric performance vehicles and components, now he's upgrading from the company's current premises to a new campus which will be Rimac's design and manufacturing facility, allowing them to grow beyond limited run supercars to mainstream projects. Back to the Rimac C_Two, how do these figures impress you - 1408 kW, 2300 Nm, 412 km/h, 0-100 1.86. There's definitely another world out there...



WEC breakthrough. This year's World Endurance Championship is notable for the fact that two teams have three female drivers on their respective rosters and are truly multi-national. The Richard Mille Racing Team is contesting the LMP2 category with an Oreca 07 Gibson, in the 6 Hours of Spa-Francorchamps the combination of Sophia Floersch, Titiana Calderson and Beitski Visser finished three laps behind the class winning United Autosports USA entry, 8th in class and 11th overall. Iron Lynx ran a pair of Ferrari 488 GTE Evos in LMGTE Am, Rahel Frey, Katherine Legge and Manuela Costner placed 8th in class and 27th overall, finishing 13 laps behind the winning Toyota. The sister car with male drivers was 9th in class and 28th overall a further lap down, so first up bragging rights to the ladies. To honour the occasion FIA President Jean Todt and former WRC star Michelle Mouton who is President of the FIA Women in Motorsport Commission attended the race and spent time in the team's garages. The Frenchwoman will always be remembered for her exploits driving the mighty Audi Quattros in the 1980s when she won four WRC events and competed on our roads on two occasions. Ah, that incredible sight and sound...

IndyCar rookies. The IRL and CART eras of the 1990's preceded the current IndyCars, incorporating all three categories more than forty drivers have scored a victory in their first year, Scott Dixon won as a rookie at Nazareth Speedway in 2001. What's surprising is that only three of the forty have achieved the feat in the past ten years! In 2014 Colombian driver Carlos Huertas took the flag at Houston in his 9th race, two years later Alexander Rossi was the surprise winner of the Indianapolis 500 in only his 6th race start. In 2019 Colton Herta won twice as a rookie, the first at the Circuit of the Americas that was his 3rd race, he also took out the season finale at Laguna Seca. Will Scott McLaughlin become the 4th rookie winner in a decade...

Where to after Oz. That's a question often asked, around our country there must be a number of significantly historical cars in the corners of sheds, some damaged, some not. Many Aussie Supercars with their 'best by date' expired have found new homes halfway around the world, remember the story several issues back about the DJR Ford Sierra Cosworths being gathered up by an Englishman. Also residing in England is an amateur racer by the name of Alex Sidwell who owns and runs five HRT-built Holden Commodores that saw service with Brad Jones Racing, Tasman Motorsport, PWR (Paul Weel Racing) Walkinshaw Racing and Garry Rogers Motorsport. A DJR Ford Mustang Ford Mustang lives at Ford's global HQ in the USA. Originally it was built as a FG Falcon and raced in 2013/14, then updated to a FG X Falcon and sent to Team Penske's American base for evaluation. Two years ago it was converted to a Mustang with Scott McLaughlin's Shell V-Power livery so Ford could promote its Supercar involvement in the US. It's expected that other DJR/TP era Falcons and Mustangs will migrate to the Team Penske museum. The Pepsi Max Ford Falcon FG raced by Mark Winterbottom/Steve Richards in 2013 has a German owner who exercises the car at the Hockenheim and Salzburgring circuits, the Red Bull VK Commodore that carried Jamie Whincup to the championship title in 2017 found a home in Malaysia, in the garage of the Sultan of Johor, Prince Jeffri Abraham whose involved with Triple Eight Engineering's local GT programme. As a country we took great interest in the light blue Volvo S60's when they were driven by Scott McLaughlin at the beginning of his Supercar career and the sister car by our man Chris Pither from time to time. At the end of the 2017 season the cars left the Garry Rogers Motorsport workshop and are now housed at the Gothenburg HQ of Cyan Racing, the motorsport partner of Volvo's parent group. All seem to have found good homes...



A deal is a deal. At the beginning of the season McLaren boss Zac Brown made a promise to his young IndyCar star Patricio O'Ward that if he won a race in 2021 he would be rewarded with a test outing in the McLaren Formula 1 car at the end of the year. 'Pato' joined the race winner's club in Round 4 at the Texas Motor Speedway, now the 22-year-old Mexican has to wait until the post-season testing in December for his promise to be honoured. O'Ward is excited at the prospect and has assured fans he has no plans to switch series. But who knows...

Another aspect of oval racing. Prior to the two IndyCar races at the Texas Motor Speedway Scott McLaughlin did a number of simulations with engineer Jonathan Diuguid and spotter Adam Fournier to learn the chat that's a critical part of racing on ovals. Racing wheel-to-wheel at 200 miles an hour is one thing, listening to what you are being told is another with continual commands like "inside, outside, clear, outside is working, inside line is working,". Seated high above the track in the spotter's area Fournier is 'reading' the race for his # 3 driver, it's a critical part of race strategy that requires great concentration and instant decision making. All part of the team work needed to win...

A blue oval badge weekend. Last month's Repco Supercar Championship OTR SuperSprint at 'The Bend' was a breakthrough event for two drivers and the Ford Mustang. In Race 1 Andre Heimgartner scored his first Supercar win after six years and 161 starts, it was the first win for Kelly-Grove Racing and 'NED' whisky, also the first race win for Ford since the penultimate round in Tasmania last year! In Race 2 Anton de Pasquale started from pole position for the first time and took the checker flag to score his first win (career 2nd) in the Shell V-Power colours, it was also a milestone victory being Ford's 400th win in the ATCC/Supercar Championship. To cap off the perfect weekend for Ford Cameron Waters won Race 3 to complete the clean sweep, three wins with three different teams, ironically in Holden's home state. The Lion's reward was Shane Van Gisbergen winning the round to extend his championship lead over team mate Jamie Whincup from 139 to 190 points. Honours definitely favoured the blue brigade...

The last hurrah. On the Saturday of the OTR Supercar round 'The Final Roar' was held involving a convoy of Holden vehicles that were driven the 92 kilometres down National Highway M1 from the National Motor Museum in Birdwood to Tailem Bend, the event being fully supported by General Motors Australia New Zealand (GMANZ). It wasn't a public parade, the owner's had to register their interest and be invited, they came from all parts of Australia and were parked in an exclusive area overlooking Turn 17. During the day a selected range of vehicles celebrated 70 years of Holden in motorsport with a lap of honour, apparently the last time the Holden marque would take to the track at Tailem Bend in mass. General Motors took the opportunity to show the new mid-engine Chevrolet Corvette C8 for the first time in Australasia, the US-imported left hand drive example being driven by Craig Lowndes. A most appropriate send-off...



New club member. Founded in 1924 the British Racing Driver's Club (BRDC) is an exclusive invitation only organisation that also owns and operates the Silverstone circuit. Currently standing at 850, membership is restricted to United Kingdom and Commonwealth drivers who are judged to "have achieved success in the upper levels of motorsport for a number of seasons". New members must be proposed and seconded by existing members and approved by the existing membership, Board of Directors and the BRDC President, currently David Coulthard. Bruce McLaren, Denny Hulme and Chris Amon have worn the exclusive lapel badge, much more recently Brendon Hartley, Mitch Evans and Nick Cassidy have received BRDC status. Last month Liam Lawson became a member under the BRDC's 'Rising Star' initiative which means the club has four active Kiwi drivers at the present time. Joining the Manawatu Car Club is much simpler...

Less pain. Shane Van Gisbergen says that he's virtually over the pain caused by his broken left shoulder and three broken ribs from the cycling mishap on 6th March. He also admits that he's lost a lot of fitness, the reason for him not racing in the World GT Challenge Australia at The Bend last month and concentrating on the Supercar races after three uninterrupted weeks of recovery since Tasmania. "I'm better, I'm just lacking fitness, I haven't been able to train for eight weeks". The next round is at Winton in Victoria followed by the Darwin Triple Crown in the middle of this month which will be a very tough physical test with the heat and humidity of the Northern Territory. The Giz will be up for it...

DJR Ford Falcon with Kiwi connection for sale. Her name is 'Delilah', the Ford AU Falcon that was driven by Steven Johnson in the 2001 and 2002 V8 Supercar Championships. For the 2001 Queensland 500 his co-driver was Paul Radisich, it was a race that ended in controversy, five laps short of the 161-lap distance. Heavy rain struck the Queensland Raceway on lap 157 when Radisich was leading, he spun the # 17 Shell Helix Falcon, then on the following lap beached the car in a gravel trap, handing the lead to the Russell Ingall/Larry Perkins VX Commodore, the race was red flagged because of the conditions, the results being based on positions at the end of lap 156 with 'Delilah' declared the winner by 0.94 of a second. Fans stormed the track to congratulate the New Zealander, his car still firmly stuck in the gravel trap! The car was retired to the DJR Museum at the end of the 2002 season, two subsequent owners kept it for display so 'Delilah' is in her original running condition, the listed price NZ\$301,000. This AU Falcon was the second DJR



to be involved in a controversial endurance race finish. In the closing stages of the 1992 Tooheys 1000 a sudden rainstorm hit Mount Panorama which caused multiple crashes. The Nissan Skyline GT-R of Mark Scaife/Jim Richards was leading the Ford Sierra of Dick Johnson/John Bowe, on lap 144 Richards slid off the circuit on Conrod Straight 200 metres after exiting Forrests Elbow, crashing into two other cars at the same spot. The Sierra took the lead before officials deemed it too dangerous to continue at the end of next lap, 16 laps short of the full distance, the official result was on positions at the end of lap 143 giving the win to

Gibson Motorsport's 'Godzilla'. Angry Ford fans assembled below the balcony voicing their displeasure at the result which led to Jim Richard's famous comment "You're a pack of arseholes." Sadly that race claimed the life of Denny Hulme who suffered a heart attack at the wheel of his BMW M3 Evolution, the car came to a halt on Conrod Straight after glancing the barriers on both sides of the road. The 'Great Race' of 1992 is remembered for both the triumph and the tragedy that came with it...

The Mountain calls? The wildcard entry of Russell Ingall and Broc Feeney for this year's Repco Bathurst 1000 driving a Triple Eight Engineering Holden Commodore in Supercheap Auto colours really caused a stir, in the following days there was talk of a much wilder wildcard entry involving four-time race winner Greg Murphy and Richie Stanaway. Was it nothing more than a cheeky response from provocative Boost Mobile boss Peter Adderton to also have a third car at The Mountain in October? DJR's Rob Story added fuel to the story by offering to make a car available. Forty-eight-year-old Murph's last Supercar car was with HRT in 2014 and he hasn't confirmed or denied the story. The highly talented Stanaway walked away from the sport following a controversial 2019 season with Garry Rogers Motorsport. Adderton says "I don't like to be outmarketed" but can he lure both drivers out of retirement. Whatever the outcome, he certainly got tongues wagging...

Mind-blowing Merc # 1. The second quarter of the year has seen three of the latest generation Mercedes-AMG GT Black Series super sports cars come to our shores, all pre-sold with a \$707,000 plus ORC price tag, exclusivity never comes cheap. Word is that one is owned by a prominent Palmerston North businessman. The road going but track focussed coupe is the Mercedes-AMG flagship model and is described by three words starting with the letter 'U' - Unorthodox, Untamed, Ultimate. Each of the cars has the optional 'Track Package' that includes AMG carbon seats, four-point safety harnesses and titanium roll cage, everything needed in a country with a 100 km/h speed limit! It's the most powerful V8-engined Mercedes-AMG, the brochure describes it as "uncompromisingly sporty, featuring an expressive design, elaborate aerodynamics and goosebump-inducing driving dynamics". The engine room has a new variant of the twin-turbocharged 4.0 litre motor featuring a 180-degree flat-plane crankshaft, power output is increased to 537 kW (720 bhp) which gives the car a 2.9 kg per kW power-to-weight ratio, translated it means zero to 100 in 3.2 seconds, to 200 in 9 seconds and a top speed of 325 km/h (202 mph). If you're a car-spotter, the local Mercedes-AMG GT Black Series sits very low to the ground, has a very distinctive rear wing and it's black like the name suggests. That's enough clues...



Mind-blowing Merc # 2. In November last year a 2021 model Mercedes-AMG GT Black Series set a new lap record for a Production Car around the iconic Nurburgring Nordschleife, beating the time set by a Lamborghini Aventador SVJ in July 2018. Mercedes factory driver Maro Engel lapped the 20.16-kilometre circuit in 6 minutes 43.616 seconds, 1.356 quicker than the old mark. Also illustrating how fast the latest Black Series is that the previous model Mercedes-AMG GT R lapped the circuit in 7.04.632, a difference of a whopping 21.016 seconds! The 6.5 litre V12 powered Aventador SVJ (Jota) was aided by active aerodynamic technology for its attempt that took place a month before the car was unveiled to the public, its 6.44.97 lap beating the record held by a Porsche 911 GT2 RS by 2.7 seconds. Porsche WEC drivers Brendon Hartley, Mark Webber and Earl Bamber have each owned a GT2 RS for their road car! This record breaking is serious business, a reminder that three years ago Timo Bernhard lapped the Nordschleife in 5 minutes 19.546 seconds driving the WEC-based Porsche 919 Hybrid Evo to set a new outright lap record. But when you talk about production cars, Mercedes-AMG is the current 'King of the Ring'...

On a bum note. The May magazine report on the highly successful Parororangi Road sprint mentioned that three rolls of toilet paper was inadequate for the day. Did someone stealthily take a couple in case of another COVID-19 lockdown or were the runs so scary that some drivers literally sh.t themselves? It's funny how toilet paper has become one of life's most important necessities, it's not funny if there isn't any when needed...

Two more famous race cars sold. On 9th May another online auction closed and two cars with outstanding pedigree found new owners. The first to sell was Ian 'Pete' Geoghegan's Castrol Ford Mustang GTA that won the Australian Touring Car Championship in 1967, 1968 and 1969 against other greats like Bob Jane, Norm Beechey and Allan Moffat. There were 48 bids with the car changing hands for AU\$645,000 (NZ\$693,000). Geoghegan raced the car in this country on several occasions, it was first seen here at the 1966 NZGP meeting at Pukekohe. The second car was Bob Jane's 1972 Holden Monaro GTS 350 that began its racing life in the Improved Production class before being converted into a Sports Sedan and campaigned by Jane, John Harvey and Peter Brock at various times. Perhaps surprisingly the car was fully restored to how it raced in Improved Production guise, but that didn't deter 72 bidders from seeking ownership, the highest bid was more than a million dollars but the Monaro was passed in and later sold by private negotiation. Both of the historic cars have been on display at the National Motor Racing Museum at Mount Panorama, but where to now...



Ralliart returning. Think of the Ralliart name and the Mitsubishi Lancer Evo and its star driver Tommi Makinen come to mind, recalling memories of the World Rally Championship era back in the late 1990's. There was also the special Lancer Evo VI Tommi Makinen Edition road car that was launched in 2000 to commemorate the Finn's four world championships, 2,500 were built with an NZ\$80,000 plus price tag, last month the low mileage example from the Mitsubishi Heritage Collection sold at an on-line auction for 194,800 kiwi dollars! Following a five-year break Mitsubishi's performance brand will be launching custom-made accessories for the full model line-up and re-entering global motorsport events, though Ralliart has a successful history in both the World Rally Championship and famous Dakar Rally it appears more likely the return will involve the latter. Also, will the 'Evolution' badge be revived...

Those Flying Finns. It was fifty years ago that the Rally of New Zealand became 'international' when Australia's Bruce Hodgson won the event driving a Ford Lotus Cortina, the following year (1972) the rally became truly international with Scotland's Andrew Cowan leading the field home in a BLMC Mini 1275 GT, from that point the overseas drivers became regular visitors to compete on some of the world's best rally roads. Many of them were from Finland, they were the best in the business and local rally enthusiasts were privileged to watch them and the machines they drove. The year after Cowan the great Hannu Mikkola was the winner in the Masport Ford Escort RS1600, the Finn won again in 1979 in Masport's RS1800, he returned in the 1980's to drive the mighty Mercedes-Benz 500 SLC and fabled Audi Quattro but further success eluded him. The late 1970's also brought the spectacular Ari Vatanen and Markku Alén to our shores, Vatanen would become a World Champion and win the Paris-Dakar four times, but he never won the Rally of New Zealand in four attempts driving the Ford Escort RS1800, Peugeot 205 T16 and Subaru Legacy RS, however there were three podium finishes. We saw the fiery Alén for the first time in 1977 with the Fiat 131 Abarth, he placed third but is best remembered for the controversy that surrounded him following 'disputes' with traffic authorities. He finished second in both of his next appearances, in 1984 driving a Lancia 037 Evolution and two years later a Lancia Delta S4, Alén competed for the final time in 1991 with a Subaru Legacy RS. The bespectacled Pentti Airikkala was two-time starter, in 1979 driving a Vauxhall Dealer Team Chevette 2300 HSR, the following year a Masport Ford Escort RS1800, both rallies ended with retirements. Timo Salonen was another double winner, surprising many by taking out the 1980 event in a factory Datsun 160J, there was a repeat with a Peugeot 205 T16 in 1985. Twelve months later Juha Kankkunen was victorious in a 205 T16, Tommi Makinen tackled our roads six times but only stood on the top step of the podium once in 1999 following a flawless drive in his Mitsubishi Lancer Evo 6, surely one of the events most deserved successes. Finland's dominance continued into the new millennium with the arrival of Marcus Gronholm who won a record five times, on three occasions driving a Peugeot 206 WRC (2000, 2002, 2003) then twice with a Ford Focus RS WRC (2006, 2007). Following Gronholm there was one more victor from the country with the blue flag and yellow cross, Jan-Matti Latvala's Ford Focus RS WRC was the first car to drive up the finish ramp in 2010. There was much more to the Rally of New Zealand



than the twelve wins secured by drivers from Finland, we saw the world's best drivers in the world's best cars on the world's best roads, we saw the awesome Group B cars before they were banned in 1986 following the deaths of Henri Toivonen and co-driver Sergio Cresto when their Lancia Delta S4 left the road while leading the Tour de Corse, the S4 exploded and within hours the FIA banned the cars for the following season and dis-established the class. Group B had been introduced four years earlier, it fostered the fastest, most powerful and most sophisticated rally cars the world had seen, and will never see again. A subsequent FIA investigation proved that the driver's reactions were too slow to keep up and their eyes couldn't adjust their focus between the fast corners which caused tunnel vision. Rallying had simply got too fast...

America striking back. The last time the 'stars and stripes' won the Le Mans 24 Hour race was in 1967 when a Ford Mk IV driven by Dan Gurney and A J Foyt triumphed - an American team, an American car and two of the greatest American drivers. Round 2 of the 2021 WEC in Portugal on the 13th of this month will be the debut outing of an all-new LMH challenger from the Land of Uncle Sam, the Glickenhaus SCG007. Competing under the banner of Scuderia Cameron Glickenhaus, the racer is multi-national, so is the driver line-up. The car is built by Italian firm Podium Advanced Technology, the bespoke engine is a 3.5 litre twin turbocharged V8 developed in France by Pipo Moteur while Swiss-based Sauber Engineering has been responsible for the aerodynamics. The team has engaged seven drivers, the three who are debuting the car at Portimao have top credentials, Romain Dumas (Germany), Ryan Briscoe (Australia) and Richard Westbrook (England) are all successful endurance racers. Perhaps the real key is Glickenhaus partnering with Joest Racing, the German outfit that has won the Le Mans 24 Hour classic on twelve occasions with Porsche and Audi. There's no substitute for experience...



The year 1981. During the twelve months there was the first London Marathon and the last fight for Muhammad Ali, the first Coca Cola factory opened in China and the first DeLorean sports car rolled off the production line in Northern Ireland. There was the controversial Springbok tour of New Zealand and the maiden flight of the F-117 Stealth fighter, the game of paintball was played for the first time. The Vangelis theme from Chariots of Fire was on the music charts and the Audi Quattro stunned the rally world when it won

in Sweden on debut. It was the first of twenty-three WRC victories over the next five years, one being the 1984 Sanyo Rally of New Zealand. In addition, the Quattro won the famous Pikes Peak 'Race to the Clouds' hillclimb three successive times in the late 1980's driven by Walter Rohrl, Michéle Mouton and American Bobby Unser. Audi's WRC participation began with rallying's dream team line-up of Hannu Mikkola, Michéle Mouton and Stig Blomqvist, in 1984 they added double world champion Walter Rohrl to their roster with Mouton doing selected events. Four of the best drivers in the sport with the Frenchwoman becoming the first and only female driver to win a WRC event, Mouton won four times. During the car's spectacular six-year career there were five evolution versions of the Quattro before Rohrl secured the final WRC victory in 1985 driving the Sport S1. The following year the Sport S1 E2 appeared at three WRC events before the factory and other teams withdrew from the sport following two accidents involving fatalities. Throughout the Quattro's competition life the car was involved in a continual development programme, the 'Sport' versions had a shorter wheelbase, the capacity of the turbocharged five-cylinder engines remained at 2.13 litres but the power output increased from 300 to 590 horsepower over the period. Rohrl tested the prototype of a new car being developed for 1987, however its life was short lived when the Group S and Group B rules were scrapped and it became an exhibit at the Audi Museum in Ingolstadt. The mid-engine, yes mid-engine, Audi Quattro RS 002 would have taken the car's performance to another level with the same five-cylinder engine developing a staggering 690 horsepower. It might well have been another game changer like the original Quattro 40 years earlier...



Yes Headmaster. Chris Symon is currently one of the two Deputy Principals at Lytton Street School in Feilding that caters for Years 1 to 6 students, the school was established in 1901 and currently has a roll of nearly 550 students. Chris is on the move, from the beginning of the next term he will be the new Principal at Newbury School, the rural family friendly school on the outskirts of Palmerston North for Year 1 to Year 8 pupils. One of a new generation coming through the ranks to take our young people's education into the future, our proven winner on a race track has an exciting challenge ahead. Congratulations Chris on the appointment...

Moffat and Mustang names reunite. Not Allan Moffat and the legendary Coca Cola TransAm Mustang, it's son James and a new generation Ford Mustang that has been built by Garry Rogers Motorsport for the National Trans Am Series. Same famous red colour, same famous # 9 on the doors with the new sponsor's name (LMCT+) in the same size and position as the original Coca Cola logos. "It's exciting to take on the new challenge, and I'm really looking to it. For me growing up as a kid, the most famous car that Dad raced was his Trans-Am Coca Cola Mustang". The debut for both car and driver will be at Morgan Park in Queensland on 25/26/27 of this month, Round 4 of the Shannons Motorsport Australia Championship. The red # 9 Mustang and Moffat junior are sure to create a lot of interest...

Crazy stunt. During Practice 4 for the Indy 500 there was an incident that could have had disastrous consequences for three innocent drivers, including Scott McLaughlin. Lapping at more than 220 miles an hour, exiting Turn 4 Colton Herta made slight contact with McLaughlin as he squeezed through the gap between the slower # 3 Pennzoil car and the outside wall, not aware that Simona De Silvestro and McLaughlin had slowed because of cars who were running three abreast as they crossed the 'bricks' at much less than half their speed. It turned out the trio were from Rahal Letterman Lanigan Racing doing a photo shoot, hardly the ideal time! Like Herta, McLaughlin was unimpressed, taking to Twitter - 'Hope the photo came out good lol'. As a penalty the three RLL drivers missed the first half hour of Practice 5...



Otara Road drifting. What a sensational piece of road the Goodwin's have in their backyard, it even includes zooming over a narrow bridge crossing the Rangitikei River, surely the ultimate playground when farming life gets a little boring. To ensure the smooth running of the event Bruce and Margaret made a pit area and facilities available to the club. At the recent event the MCC may have achieved another New Zealand first with team drifting during an organised hill climb event, not two, but a three car chase up the Goodwin expressway. The drone footage was amazing...

Monaco Curse. When Ferrari's Charles Leclerc took pole position for the Monaco Grand Prix it was the first time in 85 years that a Monegasque (Monaco born) had achieved the feat. Driving one of four Mercedes-Benz W25K cars entered for the 1936 race, local hero Louis Chiron set the fastest lap time in qualifying to claim the coveted starting position, but the 100-lap race was a disaster for the powerful 'Silver Arrows' team. Heavy rain combined with oil from a broken line on an Alfa Romeo caused havoc at the chicane coming out of the tunnel on the second lap - the Mercedes of Chiron and Manfred von Brauchitsch, together with two Alfa Romeos and a Maserati were eliminated leaving the track almost impassable. Luigi Fagioli's Mercedes was out on lap 8 following another accident, four laps later the Auto Union driven by Bernd Rosemeyer crashed. Acknowledged 'Regenmeister' (rain master) Rudolf Caracciola salvaged the day for Mercedes-Benz by beating Achille Varzi's Auto Union in a race that lasted 3 hours 49 minutes and 20.4 seconds, only half of the eighteen cars finished, the last was 16 laps behind the winner. Today that 1936 race remains one of the most famous in grand prix history for what happened on the second lap, the 2021 race also wrote its own chapter in the sport's history. Having set the fastest lap Leclerc hit a barrier inside the final minute, his car was repaired overnight but the decision was made not to change the gearbox and incur a five-grid position penalty, on the warm up laps a driveshaft hub problem surfaced and Leclerc was unable to start the race. Carlos Sainz Jr salvaged the day for Ferrari by finishing second behind Max Verstappen in what was the fastest ever Monaco Grand Prix in its 78-year history. Incidentally, Louis Chiron's pole time was 1.53.2 seconds, Charles Leclerc scorched around the same streets in 1.10.346...



For the ultimate G & T. Southern Wild Distillery is a boutique operation in Tasmania that's part of the Grove Group, the people who bought into Supercar's Kelly Racing that became Kelly-Grove Racing. The distillery produces the international award winning premium Dasher + Fisher gins that are available in six different flavours. The Grove Group have been long-time supporters of Scott McLaughlin so D + F's master distiller has produced a limited edition gin to celebrate his debut in the Indianapolis 500, the Scott McLaughlin Signature Series. Priced at AU\$333 (GST inclusive) the 500 bottles are being individually packaged for delivery at the end of June, each is personally numbered and has a distinctive label that shows an image depicting the famous brick finishing line and etched with McLaughlin's signature. Each buyer goes into an on-line draw to win a return trip to the 2022 Indy 500 that includes a special package and meeting the man himself. It's likely most bottles will remain unopened...



Remember the '037'. It was the remarkable Group B Lancia rally car from the 1980s that was the last rear-wheel drive car to win a WRC title driven by greats Walter Rohrl and Markku Alén, the 1983 Manufacturers World Championship. The Martini Racing liveried 037's were magnificent beasts, they came to this country on two occasions, Rohrl won the 1983 Sanyo Rally of New Zealand with team mate Attilio Bettega third, the following year Alén finished second. Some members would have seen the superb 037 rally car recreation built by Cateroni on the outskirts of Mangaweka, husband and wife Alan and Alex Carter are hard core Lancia enthusiasts, Alan's mentor being the legendary Bruce Wilson from Hunterville. Now there's a 'street' recreation closely based on the original homologation road car but using modern technology and components, the Kimera EVO37. The body is carbon fibre instead of fibreglass, the 2.1 litre four-cylinder engine has both a supercharger and turbocharger like the original, but the modern upgrade has seen the power output increased from 153 kW to 377 kW. Original Lancia engineer Claudio Lombardi has overseen the project and it's fitting that Kimera Automobili is building just 37 cars with a 480,000-euro price tag or \$814,000 in kiwi currency. The 21st century Lancia 037 will make its public debut next month at the Goodwood Festival of Speed. A most appropriate occasion...



Recently released by GTO Engineering in the UK are the renderings for their upcoming, hand built Squalo, inspired by the 1960's Ferrari 250 SWB. The ethos of the new car is to push the boundaries of modern craftsmanship, with new materials, and using the learnings the team has had restoring, building and maintaining a range of road- and race-oriented Ferraris since 1991. With a fully custom interior and a hand-crafted exterior, GTO Engineering is blending modern technology and manufacturing with a strong attention to detail that rivals the very best coachbuilders. Targeting a sub-1,000 kg weight, and pairing a hand-built quad-cam V12 engine with a bespoke manual gearbox, and a usable interior and boot space for longer GT journeys, the GTO Engineering Squalo seems certain to take a decent bite at the restomod market



Ahhhh the good old days, when you made do with what was available at the time, and didn't just run in to town for the latest, flashiest gear. This "No 8 wire" attitude was clearly evident on the Goodwin farm with a classic farm dog kennel, Ohingaiti style. Apparently, the odd totara tree washes down the river that has had the heart rotted out of it in the bush, leaving behind a perfect cylinder of hard wood, ideal for an environmentally friendly kennel that any greenie would kill for. Add a back wall and a naturally insulated, warm and dry home for the pooch is created. This one is many, many years old and has only relatively recently had a tin roof added after it started to let the water in through the crack in the top. Ingenious use of a natural, renewable resource ...



Former FIA boss Max Mosley who led the sport from 1993 to 2009 has died aged 81. With a brilliant intellect the lawyer became not only one of the most influential figures in motorsport but one of the most controversial too. After a brief career as a racing driver in the late 1960s, in which he rose to race in Formula 2, he co-founded the racing car constructor March in 1970 with Robin Herd, Alan Rees and Graham Coaker - the company name formed from the initial letters of their surnames. The company won its first three Formula 1 races in 1970 and later diversified into other forms of motorsport, but by the end of 1977 Mr Mosley had left the company to work full-time in motorsport politics. He joined forces with Bernie Ecclestone at the Formula 1 Constructors' Association (FOCA) and the two fought a bitter political war for control of the sport with the governing body, then called FISA, in 1980 and 1981. The arguments were finally settled with the so-called Concorde Agreement, which essentially set up the structure of the sport that remains in place to this day - FOCA, later to be renamed F1, held the commercial rights, while FISA controlled the rules. Mosley left motorsport in 1982 to work for the Conservative Party but returned four years later to become president of the FISA manufacturers' commission. He used the role as a springboard to launch a bid for the presidency of FISA in 1991. Mr Mosley then became president of its parent body the FIA, the international automobile federation, when the two were merged in 1993. More next month.

Quote of the month: "Success is when you look back at your life and the memories make you smile..."



The Manawatu Car Club timing team recently represented the Club at the International Rally of Whangarei on the weekend of 14th to 16th May. You didn't know the Club had a rally timing team that travels all over the country?? Let me introduce you to them. Karen Rankin (who is the Post Chief), Barbara Wild and Noel Beale, all from the mighty Manawatu, Nick Toulmin from Wellington, and Anne-Marie and Gareth Howe from Tauranga all of whom are old hands at the job.

The weekend started early at 7.00am Thursday, leaving Manawatu heading to Tauranga, then on to Whangarei arriving at our accommodation around 8.00pm. A big day of driving!! The next day we picked up the timing equipment for our finish control on the stages, and completed timing for several hours at the shakedown at Pohe Island. Friday evening was spent assisting in setting up the cars for the opening ceremony, followed by two special stages on Friday night.

On Saturday we left our accommodation at 7.00am (again), to be onsite at Maromaku by 8.00 am, for stages 5 and 9, completed setting up the finish timing equipment, and then had a short wait for the first car due to start around 10.30. Some 60 cars later, we were done and time for lunch, bacon, eggs and bread rolls, all cooked on camp stoves on the side of the road. At around 1.30pm we were ready for the second run through with about 54 cars still running at this stage. No dramas and we packed up around 4.00pm, and headed back to Whangarei for dinner and refreshments.

Next morning, Sunday, out at 7.00am (our bogey time !!) for a 30-minute drive south to set up stage 14 and 18, Waipu Caves. High up in the hills, amazing views over mist covered valleys, but all cleared away by the time we were setup and ready to take photos!! The competitors had two runs through the stage, with Hayden Padden suffering a puncture on the final run, leaving Ben Hunt to arrive at the finish first, on his birthday. Hayden came in a few minutes later but did not lose any placing and still won the event by 2 and a half minutes. Only around 33 cars finished the event, so quite a high attrition rate.

By mid-afternoon we had finished clocking cars in so packed up the gear again, returned the equipment to the gear store at Whangarei, and gave Karen leave to go and meet the local Mayor, as she had won a Hayden Paddon T-shirt in a volunteer draw. Back then to our accommodation where Gareth cooked a gourmet meal enjoyed by all.

Next day, Monday, back on the road to Manawatu via Tauranga, arriving home tired but happy, with another fix of rallying in the veins.

Highlights:

- Very civilised hours, often we have to be on a remote stage by 6.30am, meaning a 5.30am start from the accommodation.
- The smile on the faces of passengers who received a ride during the shakedown.

- The enthusiasm and remarks from drivers and co-drivers on arriving at a finish line, and commenting on the great roads they had just raced over, particularly the club level participants further down the field
- Companionship and beverages at the accommodation every evening

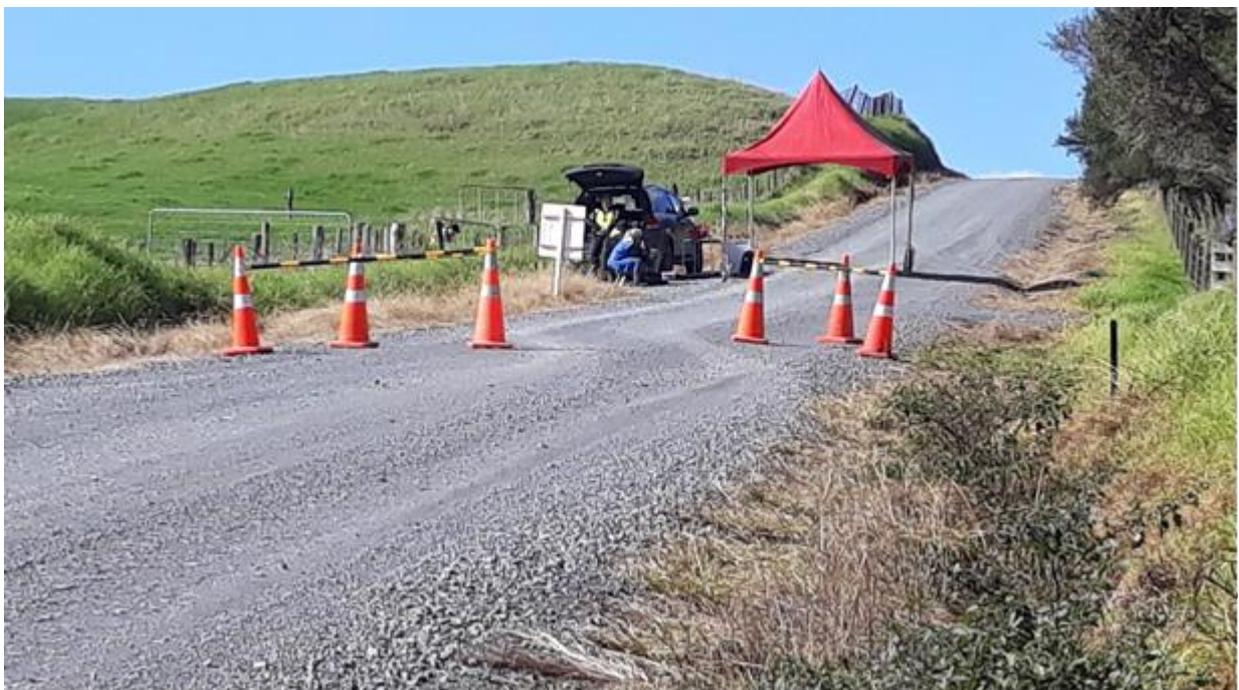
Low point:

- roadworks.....



Above - Finish line all set up and ready to go

Below – and likewise the Finish control where drivers must come to a stop



2 MOONS & 2 YOUNG GUNS



Round 3 saw the Central Region Sprint Series return to a driver's favourite hosted by Wanganui Car Club, the Fordel gravel sprint. This year everyone got a sleep in as the start wasn't until midday due to this being the first ever day/night event in the series. The road can only be described in one word, FAST! Lots of crests and rewarding for the committed driver. Unlike previous years this year the local council and police have come on board to help make this event even better by allowing the use of a return road to speed up the flow of the day. To have proactive local authorities really makes a big difference and is really appreciated by all involved.

A tiki tour through the road in convoy was first up with a few not having competed on the road before. During this the coffee cart and food stands were setting up to feed what must be a record turnout of spectators. The poor old transit van was getting a good work out shuttling people to and from the spectator points. Many drivers commenting they haven't seen spectators lining the road like that for years.

The first run was up and the field split into two groups. Straight away the Feck team of Daniel & Hannah in the FTO set the pace with a sub-3-minute run. The Evo6 of William Menzies & Doug Dolan were second and series champion Rex Vizable & Len Fisher third in the RS Legacy. The two-wheel drive field was headed by the hard charging Civic of Christopher Gracie & Sean Thompson, Wanganui local Paul Tulloch in his V8 powered MR2 was second followed by Bruce Herbert testing his EX-Lancer before his trip north for Whangarei Rally.



The second run before the dinner break had the sun low and directly ahead of the drivers causing bad sun strike but still some of the committed drivers went faster like the Grimmer Motorsport team of Mason Grimmer and Daniel Merwyn taking 8 seconds out of their first run, Simon Bicknell and Matt Mason in the Wrx going 17 seconds faster. Unfortunately the little BMW of Craig and Suzanne Tickle had to retire with brake issues, Ollie Ward in the cross cart came back from a dnf in run one to get some good seat time.

Time for a break and everyone was busy bolting on their light set ups and keeping the food truck busy. A huge array of set ups ranging from the old 70s style arrangements to group A light pods, but a lot of people went with the modern big led spot lights and light bars.

The first night run and a lot of nerves as most drivers have not competed in the dark before. First on the road was the Hawkes Bay team of Gareth McLachlan & Tanya Jackson unfortunately going off and catching a culvert with the VR4 at speed, bending the lower front suspension arm. The Menzies/Dolan Evo6 team set the pace going faster than in the day runs, closely followed by Grimmer/Merwyn. Third fastest was the Gracie/Thompson Civic 0.3 seconds ahead of the Feck FTO. The Little Ford Ka of Mark Rutherford and James George was getting faster and having a good battle with the Lancia 037 of Alan Carter and the Ae86 of Rob Piper.

The final night run and everyone was into the groove now, feeling a bit more comfortable in the dark. The VR4 of McLachlan/Jackson had been repaired and ready for battle again. The battle was really happening at the front though between the two young gun teams of Menzies/Dolan and Grimmer/Merwyn. Clint Clunie in the class A Datsun was having a good tussle with the Holden Barina of Dayle Brock, Brock pulling a 1 second gap to secure the class win with the Rutherford/George Ka third. The Gracie/Thompson Civic dominated class B and in the process took top two-wheel drive honours and 4th overall, 15 seconds back was the FX GT Corolla of Cam McLean & Josh Mumby and the Integra of Greg & Sean Browne rounding out the top 3 for the class. Matt Paterson & Martin Summut had the turbo AE86 repaired from round 2 and won class C from Daniel Thompson coming out of retirement in his well-developed DX corolla and Bevan Parker in the Bavarian Missile (BMW). Class D went to the Evo of Menzies/Dolan followed by the Feck FTO and series rookie Alan Groves in his WRX. The Grimmer/Merwyn Mazda took class E honours ahead of series champs Vizable/Fisher and the VR4 of McLachlan/Jackson.

Overall honours went to Mason Grimmer and Daniel Merwyn very very closely followed by William Menzies and Doug Dolan with Daniel and Hannah Feck rounding out the top 3. The most important battle of them all continued between Greg Browne and Bevan Parker, this round Greg taking the win by 0.1 of a second. 2-1



to Parker still.

There were some excellent drives from throughout the entire field but some standouts would have to be the continued fast pace the Civic of Gracie/Thompson shows, their preparation and focus is really paying off in the results. Clint Clunie in the Datsun Sunny was looking like he was really enjoying himself and getting more comfortable in the car after a long break from the sport also.

A massive thank you to Bryce and the Wanganui Car Club team, the entire event was awesome with lots of people everywhere and a great atmosphere. A thank you to all the residents in the area and the competitors for being on their best behaviour on the return road.

Next up is the CRSS academy for a few of the competitors then into Round 4 which is an all-time favourite for many, Dannevirke Car Clubs Tararua Road.



THE HILLS ARE ALIVE...



The Rangitikei River carves its way through the Manawatu countryside cutting a swathe as it goes and leaving behind precipitous cliffs to the river bed, a real challenge to the road builders 140 years ago but perfect for modern day motorsport. In picture postcard autumnal conditions the scene was set for a great day's motorsport at Otaru Road with a combined entry of tarmac racers, circuit refugees and drift cars, the latter keen to take on the first ever Touge team drift event the Club has run (and the first in NZ ??).

With a short sharp downhill section from the start to a tricky bridge approach and a quick blat across the valley floor with a couple of twists before a tight hairpin and a fast series of swerves up the hill to the final hairpin, the course had it all and proved a great test for the competitors. The three drift sections were set up to allow the maximum angles for the brave, who were being judged purely on style – they didn't disappoint!!

With scrutineering and documentation complete the first runs were for the non-drift competitors with Thomas Good in the 1600 Escort giving notice that he intended to win with a stunning time over 3 seconds clear of the field. Daniel Thompson led the C class competitors, showing that the lay off period had not diminished his speed in his very well-developed DX Corolla. In the battle of the 4WD's Bryce Hackett from



Wanganui was showing a clean pair of heels to Andrew Lowe.

We were fortunate to be able to allow spectators to take their vehicles to viewing positions for the drift car runs, and the first couple showed that they were in for some spectacular views indeed.

Two more official runs and a couple of extras for those that wanted, and Thomas had cemented his position at the head of the field with a class and overall win at 1:21.2, the 4AGE in the Escort just singing across the valley. Class C became a real battle with Blair Gray just edging his BMW 328 ahead of Daniel Thompson and Richard Ramson in his Mustang, 4 tenths of a second covering them. Bryce and Andrew took out Class D and E respectively.



© Darren Brothwell

After the practice runs the drift boys sorted out their teams and had the Togue runs. What a sight. It was awesome. See the epic footage from the drone <https://www.youtube.com/watch?v=Os8PdLsEYCs>

Thanks to all the helpers and marshalls, Bruce and Margaret Goodwin for the use of their facilities for the pits and admin HQ and to the competitors for the support. Spread the word. Next year will be bigger and better. Photos by Darren and William Brothwell – for more see their Facebook pages

TW





From the Manfeild CEO's desk:

I attended the Circuit Owners meeting with MSNZ in Christchurch on 20th May 2021. The last meeting was held back in May 2019. Manfeild Circuit Events Manager, Rachel Hoskins also joined me and we valued the opportunity to meet with everyone in person. While the Covid pandemic has had an impact on all circuits, there was consensus around the table that it has made us all more resilient and more adaptable. Systems and processes have been improved and we were all on the same page when it came to supporting the need for stronger health and safety practices to protect all users of our facilities. It was interesting to note that collectively the NZ Circuits Owners oversee \$110 million worth of motorsport assets so the size and scale of what we do is significant.

MSNZ's role as the overseeing body of regulatory policies and Circuit safety was endorsed. Moving forward, we will be working towards incremental improvements in the maintenance and upgrading of our facilities.

Manfeild Chairman, Gordon Smith and I were invited to join the March Board meeting of Motorcycling New Zealand (MNZ). We were keen to understand what support they could provide to us, particularly in terms of ongoing Circuit safety. We are in the process of commissioning a Circuit Safety Inspection by MNZ given that our Board is elevating our risk management procedures to ensure we keep all our facility users safe. I was keen to understand at the Circuit Owners meeting in Christchurch, how MSNZ and MNZ worked together to mutual benefit with the Circuits. There is some collaboration and certainly in our work with MNZ regarding Circuit Safety, we will be keeping MSNZ fully briefed. It was suggested that any facility upgrading to address safety for bikes is likely to also be beneficial for cars.

We will be doing a significant project with the Equestrian Steering Group to upgrade the surfaces on our outdoor equestrian arenas, with a large amount of new arena sand. We are working in conjunction with the Feilding I A&P, Manawatu A&P, our major equestrian clients and riders. Coupled with this we are doing a major clean up in the paddocks located close to our Rata Street entrance. This includes replacing some boundary security fencing following confirmation of some new external funding support. Many of the trees will be removed/pruned along the boundary with the new community walkway through to Kitchener Park. Progressively users will start to see stepped improvement to our facility as we address some of our historical maintenance concerns.

We have been delighted to work alongside MCC to upgrade the Flag Points. It is a real pleasure to be able to support the hardworking MCC volunteers. We are keen to do more joint projects to mutual benefit.

We wish the MCC all the very best with the forthcoming Winter Series and thank you all for your continued support to the Manfeild Park team.

Kathy Gibson

Chief Executive Officer





THE HARTLEY FILE

For the Hartley's the long wait for the first race of the 2021 World Endurance Championship finally ended with the TOTAL 6 Hours of Spa-Francorchamps with the big unanswered question being how would the new GR010 Hypercar compare to the previous LMP1 TS050, but more importantly against the LMP2 competition.

The traditional two-day Prologue which is the final official testing before the first round is the initial indicator, there was nothing conclusive but there was enough to indicate it could be an extremely competitive championship with the pair of Toyotas unable to match the times of the LMP2 teams.

The first Free Practice session saw the fastest 11 cars covered by 9/10ths of a second with the United Autosports LMP2 Oreca Gibson topping the time sheet with a best 2.04.083 lap, the two GR010's were P7 and P9 overall, # 7 0.2 and # 8 0.6 behind the UA entry. The Toyotas were also 2nd and 3rd in the Hyper category led by the sole Alpine 480 Gibson that was last year's 'grandfathered' LMP1 Rebellion entered in the new class. FP2 saw Brendon up the pace to end the session only 0.035 behind the Alpine and ahead of the sister car, in FP3 smiles finally appeared in the TGR garage with the two Japanese drivers topping the time sheet, Kobayashi leading the way with a 2.02.518 lap that was 0.878 quicker than the Alpine recorded in FP2, Nakajima was 0.350 behind his countryman in the # 8 GR010, Kobayashi's time being 1.243 seconds faster than the quickest LMP2 lap. What surprises would the abbreviated 10-minute qualifying format bring with the previous two-driver average time replaced by one driver in each car?



Because of a technical issue the Alpine was unable to post a time, while the two GR010's lay down the challenge by going faster, Kobayashi clocked a 2.00.747, Nakajima's response was 0.519 slower with a 2.01.266 lap to complete a TGR front row lockout, the LMP2 United Autosports USA Oreca was P3 with a best 2.02.404. Kobayashi - "We've done good work since the Prologue. With every session and every lap we learn more about this car. I feel like a pupil. Tyre wear management is the key to this race. Our job is also not to make any mistakes".

The front row Toyota Gazoo Racing GR010's dominated the first half of the race with the # 7 car leading the way, the Alpine Elf Matmut A480 that started from the rear of the grid after missing qualifying spent the first hour working its way up to third place. Soon after the three hour mark the first drama unfolded when the Hartley/Buemi/Nakajima car was handed a 30 second stop/go penalty for a pit stop infringement, the mechanics had refuelled the car six seconds faster than the mandatory 35 second fuel time, losing second place to the Alpine. Numerous times the lead changed because of different pit strategies, with 90 minutes to run a mistake by the #7 Toyota handed the overall lead to the LMP1 Alpine when Kobayashi missed turning into the Bruxelles hairpin and drove through the gravel trap, the car was having brake problems and he locked up. There was no damage but a lap was lost, there was more time lost when he had to take a drive through penalty after making contact with a LMGT E car which effectively put the GR010 out of contention, then during the late race Full Course Yellow Kobayashi had to do a full system reset, it was a troubled race. Up front the Alpine was keeping the pressure on the race leader, but the Toyota garage were running a more conservative strategy which meant one less pit stop than the French entry, effectively ending the on-track battle, Buemi drove the # 8 TGR GR010 across the finish line 70 seconds in front of the very well driven Alpine with the sister Toyota one lap down and ahead of the United Autosports USA Oreca Gibson that led LMP2 - for Toyota and the three drivers it was a historic victory being the first of the new Hypercar era.

As for the comparison in fastest race lap times between the old and the new, last year Mike Conway recorded 1.57.394 (214.8 km/h) in the LMP1 TS050, this year Buemi recorded 2.03.930 (203.5 km/h).

An off-track highlight was FIA President Jean Todt visiting the Toyota Gazoo Racing garage during the race that brought Brendon his first win at the famous Belgian circuit and also his first since last year's Le Mans 24 Hour.

"It's a great feeling to start this new Hypercar era with a victory. It didn't come without some challenges but in the end we delivered the right result. As a driver crew we didn't make any mistakes and we were learning on every single lap. We continue to improve our understanding of the GR010 HYBRID, how we deal



with double stints with this car and the traffic management, which is very different than with the previous car. All I can say is that we are very happy with the first victory. It was a proper race, it was a challenge, but it was a lot of fun”.

Round 2 is the 8 Hours of Portimao in Portugal on the 13th of this month...

Brendon and Sarah invited friends to watch the first Monaco E-Prix on the second weekend of last month, the Hartley's and guests enjoying an outstanding viewing point as the balcony of their apartment overlooks the most famous corner in motor racing, the Fairmont Hairpin, it's also the slowest with the current F1 cars taking it at around 65 km/h after hard braking on the approach. Originally the corner was known as 'Old Station' before becoming 'Loews' after the Lowes Hotel was built in 1973, the latest name change came when the Canadian Fairmont Hotel and Resort Group acquired the complex in 2004 for 215 million euros (NZ\$360 million) and renamed the 4-star hotel the Fairmont Monte Carlo.

Back to the racing, those on the balcony were close to seeing a Kiwi victory when Mitch Evans took the lead with 15 minutes remaining, there was a Safety Car intervention with six minutes to run, on the penultimate lap the field was backed up at Evans tried to conserve energy, into the final lap the level was 3%, then 2% when Antonio Felix Da Costa overtook around the outside at the chicane, second became third on the run to the flag when Robin Frijns went past as Evan's car ran out of energy. Not a win but the balcony group did have a podium finish to celebrate. Later in the month there were three Kiwis racing at the Monaco Grand Prix round, Marcus Armstrong and Liam Lawson in F2 and Jaxon Evans in the Porsche Mobil 1 Supercup. Lawson had a win, received the trophy, then handed it back following disqualification, Jax finished second behind the defending champion - in retrospect a good news, bad news, good news meeting from a Kiwi perspective. As residents of Monaco it must have been a huge disappointment for the Hartleys that Charles Leclerc was unable to start in the grand prix after securing pole position in qualifying.

In the middle of May it was confirmed that the American Glickenhaus team would debut its new LMDh challenger at Round 2 of the WEC, the 8 Hours of Portimao on 12/13 of this month. That means there will be four cars in the top Hypercar category, the two Toyota Gazoo Racing GR010's, the 'grandfathered' LMP1 Alpine and the Glickenhaus, one of its drivers is Romain Dumas who was a member of the Porsche squad driving the 919 Hybrid, that should allow Brendon the chance to catch-up with a former team mate...

RH





KIWI'S ABROAD

The month of May began on three continents with our man Kaleb Ngatoa at the Sydney Motorsport Park for the final round of the inaugural Australian Drivers Championship run with the VHT \$5000 cars. Kaleb's Team BRM team mates, Joey Mawson and Thomas Randle were two of the drivers vying for the coveted title, the main race winner receiving the Warwick Brown Cup honouring a former champion.

There was a slow start to the weekend for Ngatoa, P7 out of the 10 cars in the first 20-minute practice session, a best lap of 1.26.556 that was 1.479 behind James Golding who topped the time sheet, 0.065 ahead of point's leader Joey Mawson. The second session saw Ngatoa drop his lap time by more than 8/10ths to be P5 and less than half a second (0.470) behind Mawson who posted the fastest lap. In Qualifying Ngatoa damaged a front wing end plate but was quicker by 7/10ths than in FP2, but so were seven other drivers, Mawson and Golding shared the front row for Race 1, split by 0.284, Ngatoa would start from P8. When the lights went out Golding got the jump from the outside and was never headed, crossing the line 3.219 ahead of Mawson with 15 seconds back to third placed Luis Leeds. Ngatoa dropped a place when Tim Macrow dived down the inside at Turn 4 on the opening lap, there was a lucky break on the final lap when Ricky Capo slowed, an overtake saw Ngatoa cross the line 7th, 23 seconds behind the winner. Race 2 was another 14 lapper with an inverted grid which put Ngatoa on the front row. He made a perfect getaway to lead into Turn 1 while Capo alongside him was slow off the line, at the end of the opening lap the order was Ngatoa, Randle, Macrow and Golding who had gained three places. By half distance Ngatoa had pulled out a one second lead over Macrow who had jumped Randle, title contender Mawson was back in 8th place. Driving with great confidence Ngatoa drew away from the pack to take the flag 2.25 seconds ahead of Macrow, Randle and Golding, Mawson worked his way up to fifth at the line. Kaleb Ngatoa had secured his second win of the championship and done it in style, showing a clean pair of heels to the best \$5000 drivers in Australia.

Because of a delayed start to the day caused by early morning fog, Race 3 was reduced to 10 laps and would



decide the reinstated Australian Drivers' Championship. Mawson only had to finish to collect the silverware but he didn't make it easy for himself, starting alongside Golding on the outside of the front row he went through the gravel trap at Turn 1, regaining the track at the back of the 10-car field. Golding led Luis Leeds and Nathan Herne, Ngatoa was back in P7 which he lost to Mawson just before Capo grazed a barrier on lap 5 which triggered a Safety Car, the race ending with a two lap sprint to the flag, Ngatoa reclaimed P7 from Mawson, at the front Golding crossed the line 2.23 seconds ahead of Leeds and Herne in a GRM trifecta, the winner receiving the Warwick Brown Cup, Randle had overtaken Macrow, a move than decided second in the championship, followed by Cooper Webster, Ngatoa, Mawson and Braydan Willmington.

Team BRM finished 1-2 in the Championship with Joey Mawson 36 points ahead of Thomas Randle, Ngatoa was the third Team BRM member and finished 9th on the table after joining the series for the final three rounds. The expanded 2021/22 VHT S5000 Championship begins in September at Sandown International Raceway...

Round 2 of the Porsche Michelin Sprint Challenge was on the same card at SMP with a field of 21 cars contesting the three 10 lap races, included were the two Porsche Team New Zealand entries. Callum Hedge had won the second race at Sandown and was on the pace again, posting the third fastest lap in qualifying but he couldn't match Christian Pancione (2) and Ryan Suhle (1) who shared the spoils in the races, the closest he got to the pair was 4.2 seconds in race 3. Driving the second PTNZ car Queensland based Madelaine Stewart qualified an encouraging P10 before ending the weekend with placings of 11th, 12th and 14th. Round 3 of the series is at Morgan Park in Queensland on 26/27 June...

While Brendon Hartley and his co-drivers were winning the WEC 6 Hours of Spa-Francorchamps in Europe, things didn't go to plan for WEC rookie Jaxon Evans and his co-drivers, Christian Riad and young gun Aussie Matt Campbell. Their # 77 Dempsey-Proton Racing Porsche RSR-19 ran in the LMGTE Am category that had twelve starters. In FP1 they were 2nd fastest, Jax topped the times in FP2 and the car was P2 again in FP3, it looked promising going into qualifying but team boss Riad crashed at the top of Eau Rouge on his first flying lap, the badly damaged car being rebuilt overnight to take its place on the grid in P32. In the opening stint an inspired Campbell took the car from last to lead the class, there were changes at the front with different strategies and the race was without drama until the last 30 minutes when Jax was at the wheel, the car stopped out on the circuit with an electrical fault after covering 138 laps, short of being classified as a finisher. A disappointing ending...



In the USA the big focus was on the Texas Motor Speedway with a NTT IndyCar double-header and Scott McLaughlin making his race debut on a high speed oval. Each lap at TMS is 2.4 kms (1½ mile) long, Turns 1 and 2 are banked at 20 degrees with Turns 3 and 4 banked at 24 degrees, it's all about speed. The weekend began dramatically with qualifying washed-out; the grids being set by the points table positions which meant Scott Dixon would be P3 and Scott McLaughlin P15 for the Genesys 300. Teams were given a further practice session before the night race, Tony Kanaan had replaced NASCAR champion Jimmie Johnson

for the oval race and posted the fastest time, but would start 23rd because of Johnson's points position, Dixon was 4th quickest in the session with McLaughlin down in 20th place but less than half a second off Kanaan's time.

The race start was brought forward 35 minutes because of the threat of rain, when the green flag was waved pole-sitter Alex Palou got the holeshot, Dixon went under Will Power into Turn 1 to be second, then took the lead on lap 3, the two Chip Ganassi drivers drawing away from the chasing pack. A turning point came on lap 57 with a yellow, those hadn't pitted before the Full Course Caution were the big benefactors including McLaughlin who was in 6th place when the race went green on lap 72, he pitted on lap 123 two laps before Dixon, when the second pit stop sequence ended Dixon had a sizeable lead over Felix Rosenqvist with McLaughlin third ahead of Palou. There was another Full Course Caution on lap 160 and the field headed into pit lane four laps later for their final stops, when the cars emerged the order was Dixon, McLaughlin, Patricio O'Ward, Palou and Round 2 winner Colton Herta. The gap between the two New Zealanders fluctuated whenever they hit traffic, as the laps ran out McLaughlin edged closer but not close enough to make a pass for the lead, Dixon took the checker 0.264 ahead of McLaughlin, the only rookie in the field, a historic day for both IndyCar and New Zealand motorsport, O'Ward was 1½ seconds behind the Kiwi quinella to complete the podium. McLaughlin "Well that was cool, I mean seriously cool, and wild and unexpected. It was everything I was told it was going to be - bloody fast, bloody chaotic, seriously crazy, and we walked away with a podium".



Twenty-four hours later the same cars lined up for the longer Expel 375, 36 more laps, based on the updated points table Dixon started from pole position, McLaughlin was P7 on the grid. As the field approached the start and got the green Pietro Fittipaldi (who was standing in for Romain Grojean) triggered a massive mid-field seven car pileup, Conor Daly crossing the start line upside down! Not surprisingly six of the cars involved didn't take part in the restart that was flagged away on Lap 20 with the running order Dixon, Palou, Jack Harvey, Will Power and Patricio O'Ward, the first round of stops began on lap 66 when Colton Herta pitted, Dixon followed five laps later, when the round ended the front runners were in the same order with McLaughlin 9th after losing two places. The second yellow period came on lap 115 and the field immediately filed into pit lane, Power was the benefactor and emerged second, Graham Rahal was behind him, Palou had a slow stop and fell to sixth, when the race went green on lap 128 there were only sixteen cars running. O'Ward judged the restart perfectly to go from fifth to third while McLaughlin lost places and was outside the top 10, on lap 137 Rahal passed O'Ward for second, Dixon and Rahal traded places several times as they tried to save fuel. Following the next pit stop sequence and another Full Course Caution period Takuma Sato led Newgarden with O'Ward, Rahal and Dixon, Newgarden took the lead on lap 202 when Sato pitted,

O'Ward ran the leader down and hit the front with 24 laps to run, from that point he was unchallenged, finishing 1.24 seconds ahead of Newgarden with Rahal holding out Dixon for third by 0.393. Further back McLaughlin climbed to P8 for back-to-back top 10 finishes, 11.892 behind the winner.

The first four races of the 2021 NTT IndyCar Championship had four different winners, when the teams left the Lone Star state for Indiana Scott Dixon led the standings, 22 points ahead of O'Ward, Scott McLaughlin dropped one spot to eighth equal with teammate Will Power, the pair 54 points behind Dixon. Texas brought a massive result for New Zealand in the Genesys 300, but what a difference a day made at the same speedway oval.

On the first weekend of May the final DTM testing took place at the Lausitzring in Germany with Liam Lawson second quickest overall at the end of the three days. NZ's Nick Cassidy drove his Red Bull Ferrari on Day 1 to get valuable mileage under his belt (in the championship Cassidy will share the sister Alpha Tauri car with Alex Albon), Lawson took the wheel for the remainder of the sessions. On Day 2 he clocked up 64 laps and finished 3/10ths of a second behind the Mercedes AMG driven by German Maximilian Gotz, Alex Albon was third quickest in the Alpha Tauri Ferrari another 2/10ths back. The final day included a Balance of Performance check where each manufacturer ran two cars with low fuel to simulate a qualifying session, Albon being fractionally faster than Gotz and Lawson, meanwhile on the main time sheet Gotz had a 1.42.744 lap against his name, Lawson 1.42.840 and Albon 1.43.070. Also at the tests was Sophia Floersch, one of the six female drivers contesting the WEC this year, her best lap was 1.44.420 in the first day. The testing is over, next is Round 1 on 19/20 of this month at Monza on a calendar that includes very interesting venues like Zolder in Belgium and the TT Circuit at Assen in the Netherlands. The new look DTM Championship will be very interesting...



On the second weekend of May the focus moved to South Australia and 'The Bend' for Round 3 of the Repco Supercar Championship, the OTR SuperSprint, it was a weekend of great significance for two drivers and the Ford Mustang. After six years and 161 race starts Kelly-Grove Racing's Andre Heimgartner scored his first Supercar victory and the team's first win since switching to the Ford Mustang, Anton de Pasquale scored his first ever pole position and his first win for DJR Shell V-Power, and the Ford Mustang scored its first win since the penultimate round in Tasmania last year, certainly lots of reason for celebrating success at Tailem Bend.

The early practice sessions were held in changeable weather conditions, FP1 saw 12 cars within one second and Mark Winterbottom at the top of the time sheet 0.0391 ahead of Shane Van Gisbergen, Cam Waters was P6, Jamie Whincup P13, Heimgartner P19 an one spot ahead of Fabian Coulthard who was 1.94 off the pace.

The track was dry for FP2 and the time sheet was turned upside down, Heimgartner went from P15 to P1, Whincup 13th to 2nd at + 0.1628 with Will Davison next, Van Gisbergen went back 6 places and Waters was P22, meaning qualifying for Race 9 would be interesting. The session saw Heimgartner at his best in the wet to claim his first Armor All pole position cheque, 2/10ths ahead of Chaz Mostert, Waters and SVG would share Row 4 in front of Whincup while Coulthard was on Row 20 alongside Winterbottom.

Race 9 of the championship belonged to Heimgartner and the 'NED' Mustang, but the win didn't come easily. SVG pitted first on lap 6 but the air jack spike snagged and his crew had to revert to the spare, losing time in the process, Heimgartner had a six second lead when he pitted the following lap followed in by Whincup, there was an 'unsafe release' and the two cars made contact, incurring a 5 second time penalty against the Kiwi. Nic Percat had started at the back of the field on 'slicks' and took the lead during the stop, Heimgartner emerging 3rd which became 2nd when Hazelwood pitted and then the lead when Percat made his stop on lap 20. Heimgartner had a 9.7 second gap over Mostert that included the 5 second penalty, officially Mostert was 3.57 seconds behind when they crossed line with De Pasquale completing the podium followed by Waters, Percat, Whincup and Van Gisbergen, Coulthard was where he started among the tail enders.

On Day 2 there were back-to-back morning qualifying sessions for Races 10 and 11, in the first De Pasquale was 0.191 ahead of team mate Davison with Heimgartner P4 (+ 0.476) and Waters, Van Gisbergen was mid field in 13th (+0.804) but three spots ahead of Whincup while Coulthard was at the back of the grid (+ 2.23). In the second part De Pasquale finished 3/10ths ahead of Whincup, sharing Row 2 for Race 11 would be Waters and SVG (+0.413), Heimgartner was down in P14 while Coulthard was quicker by 7/10ths and up two grid positions.

Race 10 became the property of the two Shell V-Power cars, they were only headed in the round of pit stops and finished in their starting order with De Pasquale claiming maximum championship points. Following his lowly 7th the previous day Van Gisbergen was back to his best, picking up ten places but was unable to seriously challenge the leading duo, taking the flag 1.44 seconds behind the winner, Heimgartner finished 7th, Coulthard was a lap down. Race 11 saw De Pasquale lead Waters, Whincup and SVG but an engine misfire saw the leader out of the race on lap 2. Two laps later SVG overtook Whincup, Waters pitted on lap 12, Van Gisbergen stopped a lap later and emerged alongside the leader but was unable to make the pass, there was a big move at Turn 1 on lap 17 but the Mustang stayed in front to the flag, ahead by 0.6963, SVG was six seconds ahead of Davison, Heimgartner finished P10 after he wasn't penalised for spinning Winterbottom early in the race. Coulthard had his best race of the weekend, picking up seven places to be P17 and half a minute behind Waters. It was a memorable weekend for Andre Heimgartner, Kelly-Grove Racing, Anton De Pasquale and the Ford Mustang, but when the teams left The Bend Shane Van Gisbergen had extended his championship lead to 190 points without winning a race. Round 4 was scheduled for 29/30 of last month at the Winton Raceway, but the escalating Covid-19 situation in Victoria saw the event postponed two days out. The Supercar calendar shows this month's Darwin Triple Crown at Hidden Valley Raceway on 18/19 following Winton...



In the Paynter Dixon Porsche Carrera Cup Australia series Matthew Payne had a weekend to both remember and forget, giving the Earl Bamber Motorsport mechanics a late night in the process. The circuit was wet for the first practice sessions, Payne being P7 but only 0.198 off the fastest time, it was damp for the second that saw lap times drop dramatically, Payne finished the session P13, 8/10ths off the pace. The Team Porsche New Zealand youngster was brilliant in the wet qualifying session, topping the time chart half a second quicker than Cooper Murray with another 2/10ths back the series leader Cameron Hill who had been quickest in both practices.

Race 1 was a wet affair that saw eight cars fail to finish and continuous Safety Car interventions! Murray beat Payne off the line but there was mayhem behind them with one car spinning and seven others being involved, one was a possible write-off, the others suffered varying degrees of damage. Following the restart the problems continued on the wet track, on lap 5 Payne and Aaron Love collided at Turn 1 as they battled for second behind Hill, Payne spun and collected Murray who was able to continue, Payne's car sustained significant damage which meant the EBM mechanics worked until 4 am the next morning in repair mode, Payne was deemed responsible for the incident which incurred a penalty of five championship points. Perhaps thankfully the race was shortened from 11 to 6 laps, Hill inherited the lead during another restart scramble and crossed the finish line under yellow conditions ahead of Harri Jones. Race 2 ran the full 20 laps with only one car missing from the grid, there were two Safety Car interventions after numerous cars left the circuit, at the finish it was another Hill and Jones 1-2, the pair split by 0.24, Payne worked his way up to 5th at the flag from his lowly starting position, 2½ seconds behind the winner. Race 3 was a relatively tame affair by comparison with the first two, Payne benefitted from a higher grid position and in the Carrera Cup's closest finish of the weekend crossed the line behind Hill and Jones, the trio covered by 0.86 of a second. Hill had three from three to increase his championship lead. The point's tables show Payne sitting 13th in the Pro Championship and 8th in the Junior Drivers Championship, the DNF in Race 1 proved to be costly. The next round is the street race at Townsville on 10/11 July..



Tony Quinn and his familiar bright yellow 'Local Legends' Aston Martin Vantage GT3 were back for the Fanatec GT World Challenge Australia round that has three categories - Pro, Am and GT Trophy. In the two quick-fire 15-minute qualifying sessions Quinn was quickest in the Am class for Race 1 and second fastest for Race 2. The changeable weather made tyre choice critical for Race 1. Brett Hobson started on 'slicks' in his Nissan Skyline and took the lead on lap 2, Quinn opted for the same tyre and was in 3rd place after six laps. It proved to be the correct call, Hobson and Quinn were running first and second when they pitted late and switched to

'grooved' tyres as the rain returned, Hobson led by more than 40 seconds at that point so resumed in the lead while Quinn dropped back to 8th, at the end of the One Hour duration Hobson was 51 seconds ahead of the Yassar Shahin/Garth Tander Audi R8 LMS GT3, Quinn 2nd of the Am cars behind a Lamborghini Huracan. The conditions quickly improved during the course of Race 2 that saw Hobson an early retirement with gear selection problems and Quinn retire on lap 29, one short of what would have been the finish. The Shahin/Tander Audi took the lead on lap 12 and was never headed, taking the flag more than 10½ seconds ahead of the father/son Steven Grove/Brenton Grove Porsche.

Shane Van Gisbergen stood down from driving the Triple Eight/JR Racing Mercedes AMG GT3 at this round, 888's young Broc Feeney shared the car with Prince Jefri Ibrahim. They were 6th in the difficult first race a lap down, in the second race they finished 3rd, sixteen seconds behind the winners. On the series table, Quinn lays second in the Am category five points behind a Lamborghini Huracan, with Yassar Shahin and Garth Tander the overall leaders 37 points ahead of Prince Jefri Ibrahim, the 4th and final sprint round is scheduled for 18/19 September at the Sandown International Raceway...

On the third weekend the attention moved from Australia to Europe and the Circuit Paul Ricard where Jaxon Evans was a 'guest' driver in Round 2 of the Porsche Carrera Cup France Championship that he won last year with BWT Lechner Racing. For Race 1 Jax shared the front row with his new Martinet by Almeras team mate Dorion Boccolaccia who was 0.650 quicker in qualifying, Evans won the dash to Turn 1 and kept his nose in front to win by 1.4 seconds. In Race 2 Boccolacci got the jump at the start, Jaxon mirrored his every move but a small mistake late in the race cost any chance of an overtake, the winning margin being 2.3 seconds. One win each...

A few days later it was the weekend of the Monaco Grand Prix with three New Zealand drivers competing in the support classes. This time Evans and Boccolacci were on the grid for the opening round of the Porsche Mobil 1 Supercup that this year is using the new generation 992 GT3 Cup car. In the single practice session Jax posted the third best time of the 28 drivers, his 1.34.753 was 0.651 slower than former Lechner team mate Dylan Pereira who topped the sheet. Qualifying was on Day 2, Pereira hit a barrier, the Martinet by Almeras team mates were two-three behind defending champion Larry ten Voorde, Evans + 0.175 and Boccolacci + 0.236.



The single 17 lap race took place on grand prix day, on the opening lap there was a multi-car crash that blocked the road and brought out the red flags, the clean-up was achieved in double quick time, the race reduced to 15

laps. The barriers claimed another victim mid-race which brought out the Safety Car, back under green ten Voorde and Evans traded fastest lap times but the Dutchman held his nerve and opened up a 2.3 second gap at the flag with Boccolacci another three seconds back in P3. Round 2 will be on 26/27th of this month at Spielberg in Austria...

Meanwhile Liam Lawson and Marcus Armstrong lined up for Round 2 of the FIA Formula 2 Championship. In the single practice session Robert Schwartzman headed the time sheet ahead of Dan Ticktum and Juri Vips, Lawson (+ 1.212) and Armstrong (+ 1.323) were 7th and 8th. The session was interrupted when Gianluca Petecof's engine expired in a fiery cloud of smoke. The fastest twelve drivers represented twelve different countries. Qualifying saw Armstrong and Lawson P6 and P7 in their group but well down the final grid. Young Frenchman Theo Pourchaire had top spot more than 4/10ths ahead of Schwartzman with a similar gap to Australian Oscar Piastri. Lawson was in P12 and Armstrong P14 nearly a second off the pace.

The opening 30 lap Sprint race had an inverted top 10 grid, pole sitter Guanyu Zhou led from start to finish and was unchallenged, on lap 25 there was a Virtual Safety Car when Petecof hit a barrier, that was upgraded to full Safety Car and the field was released with three laps to run. Zhou again drew away to win by 2.4 second from Felipe Drugovich with a 3½ second gap to Roy Nissany in third place. Piastri was P8 followed over the line by Lawson (+17.51) and Armstrong who made an aggressive last corner pass to claim 10th (+18.94).

With the second Sprint race having another inverted Top 10 grid Armstrong was on pole position with Lawson alongside, Piastri on Row 2. Armstrong's car had a mechanical issue going to the grid and he had to start from pit lane, leaving the P1 slot vacant, in the slippery conditions Piastri took full advantage of the gap to take the initial lead, Lawson made an aggressive overtake on lap 6 and opened up a 2½ second advantage, Piastri lost second to Dan Ticktum who chased down Lawson, the gap was 3/10ths with 10 laps to run before the race was neutralised behind the Safety Car after a multi-car incident at Turn 1. With the track drying drivers stayed on their 'wet' tyres and drove more conservatively, at the flag Lawson had an 8 second advantage over Ticktum with Piastri third, Armstrong had been forced to retire. After enjoying the podium celebrations Lawson was stripped of his win and disqualified from the race for a technical infringement, the throttle map setting he used at the start of the race was illegal, his team mate Juri Vips was promoted to third...

The final race of the weekend was the 42 lap Feature with a compulsory pit stop which meant strategies would come into play. Lawson started P12 and Armstrong P14 but the race belonged to 17 years old Theo Pourchaire, after dominating qualifying the French teenager wasn't headed and became the youngest driver to win in F2/GP2 history. Piastri's good weekend continued another second place (+2.89) followed by Felipe Drugovich. The retirements of Ticktum and Duruvala helped Lawson to 7th place, more than half a minute behind the winner. Lawson was the first to pit but it was a slow stop as the front wing was replaced. Armstrong's weekend went from bad to worse when he was taken out by Vips on lap 31, another DNF. After two rounds the championship table is led by Zhou with 68 points, 16 ahead of Piastri with Pourchaire another 5 points back in third. Lawson sits 5th (36) and Armstrong 15th (10) as the teams head to Aberbaian on 5/6 June for the Baku street race.

RH





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TRANSPEC / GT OILS MANFEILD 4.5 KM BENT SPRINT
SUNDAY 20TH JUNE

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PARTING SHOT



A superb shot from the PNCC Library collection clearly showing the rallycross track that was in use in the LATE 1970'S. On several occasions the local fire brigade were used to hose the circuit clean after use for a bit of practice in handling the hoses.

